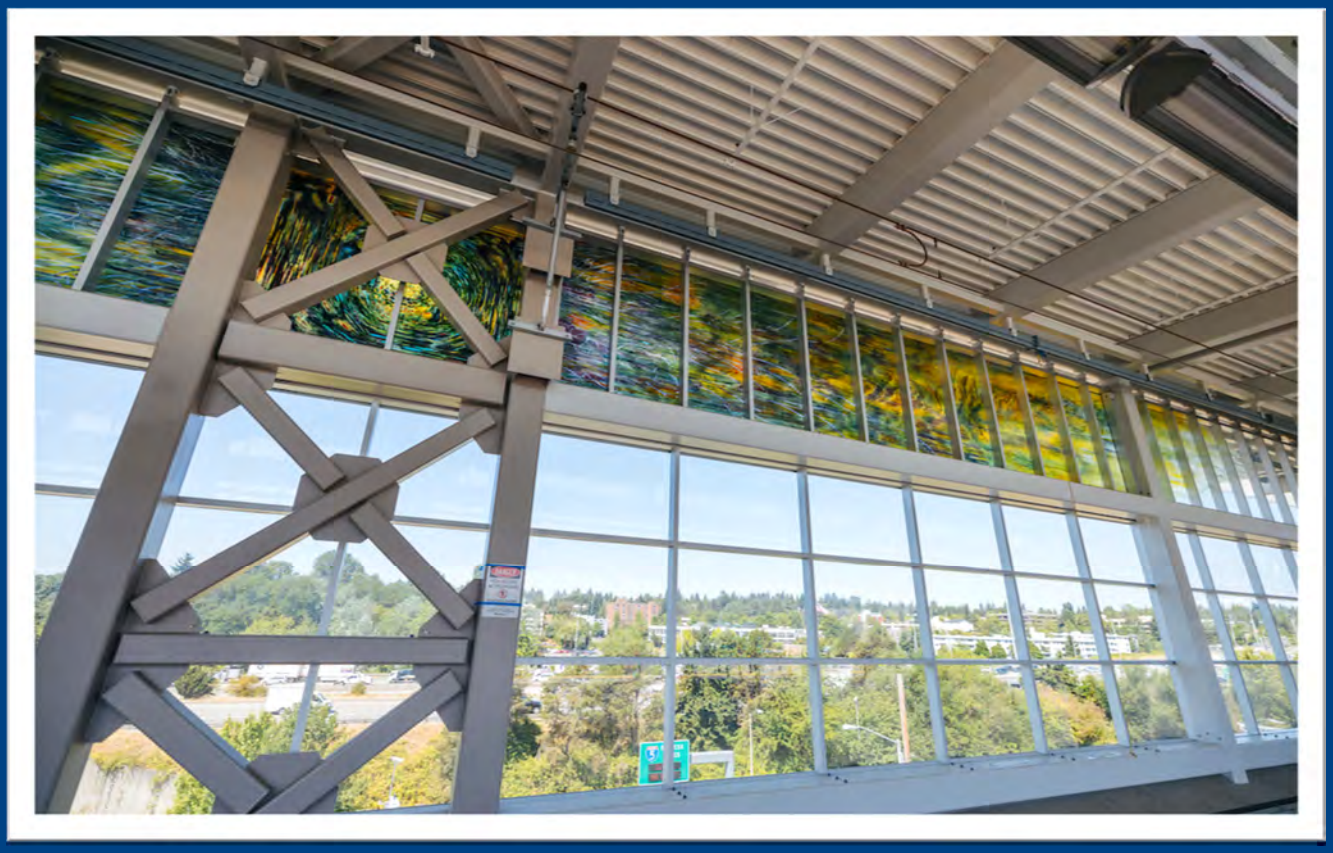
Agency Progress Report
Capital Programs



Northgate Station Art July 30, 2021

July | 2021

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and the ST financial statements, actual cost data presented in the APR may not match the quarterly financial statements. However, the actual cost data is reconciled to the financial statements on a monthly basis.

We always appreciate any suggestions you might have for future refinements to this document. To be added to the distribution list for this report or to make suggestions, please contact Julie Parker at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

SOUND TRANSIT
Central Puget Sound
Regional Transit Authority
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Reception: (206) 398 5000
Facsimile: (206) 398 5499

Agency Progress Report

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SOUND TRANSIT CURRENT SERVICE

SOUND TRANSIT FUTURE SERVICE

Regional transit returns to full capacity

In response to climbing vaccination rates in the Puget Sound region, Governor Inslee dropped state social distancing restrictions for transit. Accordingly, Sound Transit and our partner transit agencies, including Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries, returned service to full capacity during the first week of July.

This followed our earlier, June 12 service change to start running Link light rail every eight minutes during peak hours and every 10 minutes during middays and weekends. During late evenings, Link started running every 15 minutes.

Previously, due to operator availability, Link ran every 12 minutes during peak hours and every 15 minutes during off-peak hours, with frequency every 30 minutes late evenings.

Passengers still must wear masks on transit and at indoor transit facilities in compliance with the federal Transportation Security Administration mandate. Passengers also must continue to maintain a six-foot distance from bus drivers, except when paying fare.

Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries have all removed signs or barriers that blocked off seats during the pandemic.

Link passes by Mercy Othello Plaza Apartments TOD

Sound Transit teams up with local agencies to enhance tree canopy

On July 23, in partnership with the City of Shoreline and King Conservation District, Sound Transit announced Trees for Rail, a partnership to re-green the Lynnwood Link light rail corridor with native trees and shrubs as it passes through Shoreline.

Shoreline requires landscape buffers between the light rail corridor and residential neighborhoods, and Sound Transit will be planting 20,000 trees, nearly four times as many as it had to remove. The agency will maintain the newly planted trees along the alignment for up to 13 years.

In some locations, however, there is not enough space on Sound Transit-owned property or in the City right-of-way to plant these buffers. By working together, Shoreline, Sound Transit and King Conservation District developed a plan to offer trees and shrubs to be planted at nearby homes or adjacent to City rights-of-way in the impacted neighborhoods.

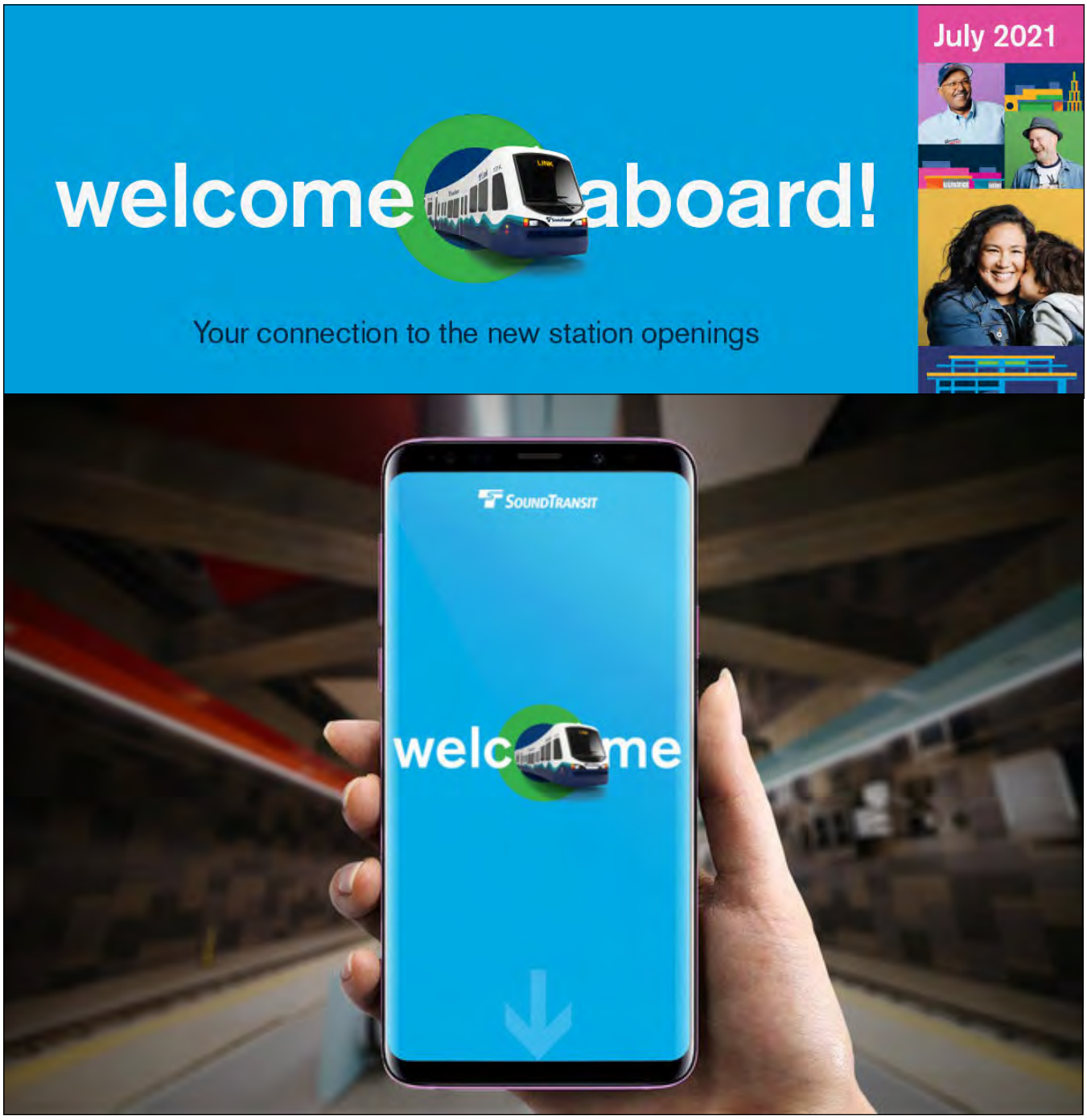
The first-of-its-kind partnership seeks to utilize King Conservation District's countywide Urban Tree Canopy program to establish native vegetation and tree canopy to reduce the impact on corridor-adjacent homeowners. The partnership leverages Sound Transit resources and will help meet Shoreline's landscaping requirements.

Eligible residents along the rail corridor in parts of the Ridgecrest, North City and Ballinger neighborhoods can volunteer to receive native trees and shrubs, installed by KCD experts, free of charge.

A Past volunteer tree planting and restoration event at Paramount Open Space in Shoreline Saturday, April 6, 2019.

Sound Transit launches digital experience to welcome riders to upcoming Northgate Link

With the Oct. 2 opening of Northgate Link less than three months away, Sound Transit launched NorthgateLink.com this month. The interactive website welcomes riders to the three new stations coming to their neighborhoods: Northgate, U District and Roosevelt. In addition, the website offers rider tips, including information about ORCA cards, and provides an opportunity to learn more about the museum-like installations that riders will experience at the stations when the alignment opens.



Progress Report
Link Light Rail Program

Link Light Rail leaving Mount Baker Station

July | 2021

SOUNDTRANSIT

Prepared by Project Controls I Portfolio Services Office

Sound Transit Link Light Rail
Current Service and Future Extensions
Link Light Rail
Future service:
Everett–Seattle–West Seattle
Redmond–Seattle–Mariner
Ballard–Seattle–Tacoma
Issaquah–Bellevue–South Kirkland
Tacoma Dome–Tacoma Community College
In service:
Univ. of Washington–Angle Lake
Tacoma Dome–Theater District
New station
Added parking
Existing station
Existing parking
Provisional light rail station
N
Everett
Everett
2036
SR 526/ Evergreen
SW Everett Industrial Center
SR 99/Airport Rd
Mariner
2036
Ash Way
West Alderwood
Lynnwood City Center
2024
Mountlake Terrace
Shoreline North/185th
Shoreline South/148th
NE 130th
2031
2021
Northgate
Roosevelt
Ballard
2035
Interbay
U District
Smith Cove
University of Washington
Seattle Center
South Lake Union
Denny
Capitol Hill
Seattle
Westlake
University Street
Pioneer Square
Midtown
International District/Chinatown
Judkins Park
Mercer Island
Stadium
2030
Alaska Junction
Avalon
Delridge
SODO
Beacon Hill
Mount Baker
Columbia City
S Graham St
2031
Othello
Rainier Beach
Tukwila/ International Blvd
S Boeing Access Rd
2031
SeaTac/Airport
Angle Lake
Kent/Des Moines
S 272nd
Federal Way
2024
South Federal Way
Tacoma
Stadium District
S 4th
Old City Hall
(Theater District)
Commerce Street
Convention Center
Union Station
S 25th
Tacoma General
6th Ave
Tacoma Community College
2038
Hilltop District
Pearl
Stevens
Union
Sprague
Ainsworth
St Joseph
2022
2030
Tacoma Dome
Portland Ave
Fife
2041
South Kirkland
2024
Downtown Redmond
SE Redmond
2023
Redmond Technology
Overlake Village
Bel-Red/130th
Spring District/120th
Wilburton
Bellevue Downtown
Bellevue
East Main
South Bellevue
Richards Rd
Eastgate
Lakemont
Issaquah
2041

Downtown Redmond Link Extension: This project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center (formerly Overlake Transit Center). Revenue service to the Redmond Technology Station is forecast for June 2023 with a tunnel route in Downtown Bellevue.

Everett Link Extension: Everett Link Extension adds six Snohomish County stations to the growing light rail network. The 16.3-mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and downtown Everett.

Federal Way Link Extension: The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension is a 2.4 mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Light Rail Vehicle (LRV) Fleet Expansion: This project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board in April 2017 allowed for the procurement of 30 additional vehicles.

Link Operations and Maintenance Facility East: This project located in the City of Bellevue, includes a 160,000 square foot operations and maintenance facility that will maintain, store and deploy and expand light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 light rail vehicles.

Lynnwood Link Extension: Lynnwood Link Extension extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. Revenue Service date is September 2021.

Tacoma Dome Link Extension: This project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes five light rail stations. The route will run primarily on elevated guideway with a new rail-only bridge over Duwamish River. The Ballard segment includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay.

Program Budget

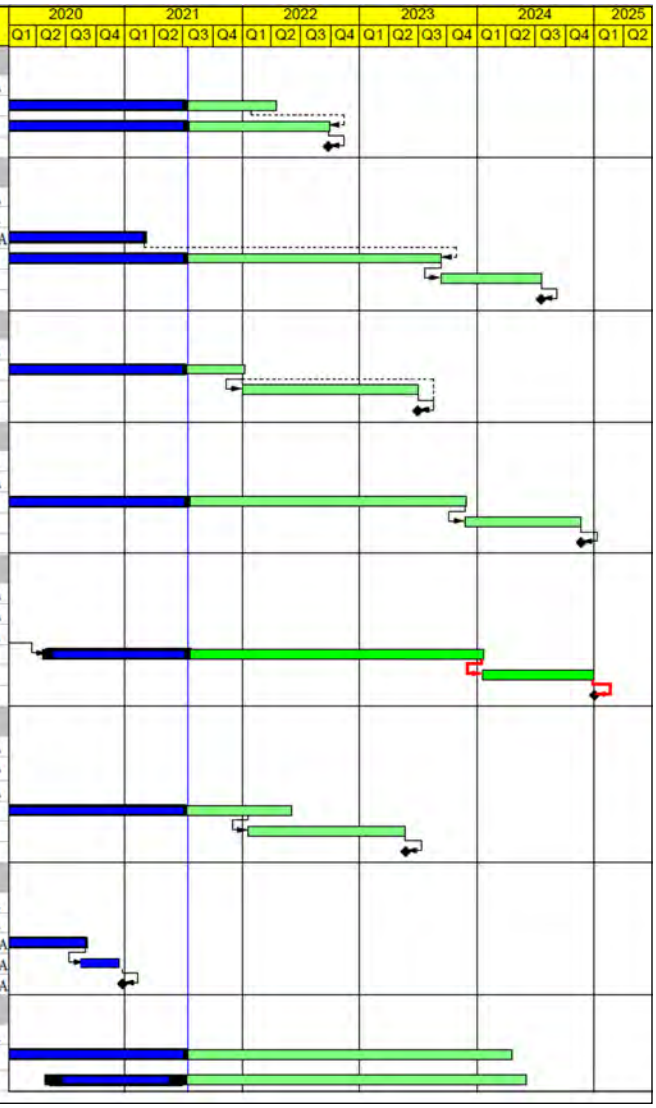
Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Downtown Redmond Link Extension	$1,530.0	$951.9	$384.6	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,190.6	$2,961.6	$3,677.2	$0.0
Everett Link Extension	$185.0	$18.2	$7.3	$185.0	$0.0
Federal Way Link Extension	$2,451.5	$1,805.2	$841.3	$2,451.5	$0.0
Hilltop Tacoma Link Extension	$252.7	$218.6	$178.3	$252.7	$0.0
I-90 Two-Way Transit & HOV Operations (Stage 3)	$207.6	$209.7	$199.9	$207.6	$0.0
Light Rail Vehicle (LRV) Fleet Expansion	$740.7	$678.1	$330.8	$740.7	$0.0
Link Operations and Maintenance Facility: East	$449.2	$374.4	$376.3	$449.2	$0.0
Lynnwood Link Extension	$2,771.6	$2,440.2	$1,368.1	$2,771.6	$0.0
NE 130th Street Infill Station	$28.9	$19.6	$15.4	$28.9	$0.0
Northgate Link Extension	$1,899.8	$1,735.3	$1,713.8	$1,847.3	$52.5
Tacoma Dome Link Extension	$125.7	$64.9	$48.3	$125.7	$0.0
West Seattle and Ballard Link Extensions	$285.9	$116.5	$107.0	$285.9	$0.0
Total	**$14,605.9**	**$11,823.2**	**$8,532.8**	**$14,553.4**	**$52.5**

Program Schedule

Schedules for active projects are summarized below. Projects in the re-alignment process are not shown.

Activity ID	Activity Name	Original Duration	Start	Finish
Northgate Link Extension (BASELINED)				
A1040	Final Design	1267	04-Oct-10 A	19-May-17 A
A1050	Civil/Systems Construction (incl Procurements)	2907	10-May-12 A	20-Apr-22
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	06-Oct-22
A1070	Revenue Service Date	0		06-Oct-22
Lynnwood Link Extension (BASELINED)				
A1260	NEPA/SEPA/Draft EIS	513	02-Jan-12 A	27-Dec-13 A
A1270	Preliminary Engineering/Final EIS/ROD	542	02-Jan-14 A	30-Jun-15 A
A1280	Final Design (incl Procurement)	1276	02-Jan-15 A	28-Feb-21 A
A1400	Civil(incl Early Work)/Systems Construction	1689	08-Jan-19 A	09-Sep-23
A1540	Systemwide Startup/Testing/Float	312	10-Sep-23	17-Jul-24
A1550	Revenue Service Date	0		17-Jul-24
East Link Extension (BASELINED)				
A1080	Final Design (incl Procurement)	1084	16-Sep-11 A	31-Jan-18 A
A1100	Civil/Systems Construction (incl GCCM Procure)	2766	03-Jun-14 A	31-Dec-21
A1380	Systemwide Startup/Testing/Float	546	01-Jan-22	30-Jun-23
A1160	Revenue Service Date	0		30-Jun-23
Downtown Redmond Link Extension (BASELINED)				
A1560	Preliminary Engineering	574	03-Jan-17 A	30-Jul-18 A
A1570	Design-Build Procurement	457	25-May-18 A	24-Aug-19 A
A1580	Civil/Systems Construction	1553	25-Aug-19 A	24-Nov-23
A1590	Systemwide Startup/Testing/Float	361	25-Nov-23	19-Nov-24
A1600	Revenue Service Date	0		19-Nov-24
Federal Way Link Extension (BASELINED)				
A1340	Phase 1/2 - Alternatives Analysis/DEIS/CE	1163	30-Jun-12 A	31-Dec-14 A
A1350	Phase 3 - FEIS and PE	269	30-Apr-15 A	03-Dec-18 A
A1360	Design-Build Procurement	477	12-Apr-18 A	07-Jun-19 A
A1370	Civil/Systems Construction	1649	04-May-20 A	19-Jan-24
A1610	Systemwide Startup/Testing/Float	347	20-Jan-24	31-Dec-24
A1620	Revenue Service Date	0		31-Dec-24
Tacoma Link Extension (BASELINED)				
A1290	Preliminary Alternatives Analysis/Scoping/AA	322	25-Apr-10 A	13-Nov-13 A
A1320	EA/Preliminary Engineering	546	01-Apr-14 A	04-Nov-16 A
A1330	Final Design (incl Procurement)	731	04-Jan-16 A	31-May-18 A
A1630	Civil/Systems Construction (incl Procurement)	1649	23-Jan-18 A	20-May-22
A1640	Systemwide Startup/Testing/Float	488	21-Jan-22	23-May-23
A1650	Revenue Service Date	0		23-May-23
Link OMF-East (BASELINED)				
A1410	NEPA/SEPA/Preliminary Engineering	542	02-Jan-14 A	17-Jun-16 A
A1420	Design-Build Procurement	741	18-Jun-16 A	18-Jun-17 A
A1430	Civil/Systems Construction	1078	19-Jun-17 A	28-Aug-20 A
A1720	Project Float	117	29-Aug-20	23-Dec-20 A
A1730	Project Completion Date	0		23-Dec-20 A
Light Rail Vehicles (BASELINED)				
A1740	Vendor Procurement	741	24-Feb-15 A	11-Oct-16 A
A1750	LRV Design,Build,Deliver (thru 122nd LRV)	483	31-Aug-18 A	15-Apr-24
A1760	LRV Conditional Acceptance (thru 122nd LRV)	700	05-Jun-20 A	30-May-24



Project Summary

Scope

Limits — The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment — The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

Stations — Two Stations—SE Redmond (at Marymoor Park) and Downtown Redmond

Systems — Signals, traction electrification, and communications (SCADA)

Phase — Design Build

Budget — $1.530 Billion (Baselined October 2018)

Schedule — Revenue Service: December 31, 2024

Map of Downtown Redmond Link Extension

Key Project Activities

- Construction underway in all segments.
- Ground Improvements – Marymoor and SE Redmond Garage.
- Verification of 100% comments in the Downtown Station Design Submittal.
- Completed and returned the review comments on the 100% Unnamed Tributary Superstructure Design Package.
- Coordination with ST Operations and Real Estate on proposed fence locations adjacent to sound walls.
- Working with contractor to close open items related to IFC conditional approvals.
- Contractor preparing multiple NDC (notice of design change submittals – post Issued for Construction updates).
- Fish window restoration and construction prep work at Bear Creek proceeding according to schedule.
- Cell service providers developing responses to City comments on permit application for temporary mobile cell tower.
- Directed the contractor to move forward with a ballast mat design concept in Segment 1, adjacent to Building 87.

Closely Monitored Issues

- Ensuring utility relocations being done by third parties support the project schedule.
- Relocation of cell towers to new temporary and permanent locations.
- Vibration impacts to sensitive receptor properties adjacent to the alignment.

Project Cost Summary

Voters approved funding for preliminary engineering for the Redmond Link Extension (DRLE) in the 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. Table (below) figures in millions. This project has now been baselined, The baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table in FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately $17.5M of expenditure. This period expenditure incurred primarily in the Construction phase $14.4M for mostly progression of design build scope and construction services and the rest of the work phases made up the balance. Total cumulative expenditure to date rose from $367.1M to $384.6M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.0	$77.0	$16.3	$16.0	$77.0	$0.0
Preliminary Engineering	$23.0	$23.0	$19.6	$19.3	$23.0	$0.0
Final Design	$4.5	$4.5	$1.0	$0.7	$4.5	$0.0
Construction Services	$58.0	$63.6	$49.4	$18.4	$63.6	$0.0
Third Party Agreements	$17.0	$17.0	$10.7	$5.5	$17.0	$0.0
Construction	$1,151.5	$1,145.9	$751.4	$223.2	$1,145.9	$0.0
ROW	$199.0	$199.0	$103.5	$101.4	$199.0	$0.0
Total	**$1,530.0**	**$1,530.0**	**$951.9**	**$384.6**	**$1,530.0**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.4	$332.4	$231.6	$70.6	$332.4	$0.0
20 Stations	$261.9	$261.9	$184.6	$33.1	$261.9	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$287.1	$287.7	$194.9	$37.4	$287.7	$0.0
50 Systems	$108.6	$103.6	$65.8	$11.8	$103.6	$0.0
Construction Subtotal (10 - 50)	**$990.0**	**$985.6**	**$676.9**	**$152.9**	**$985.6**	**$0.0**
60 Row, Land	$168.5	$168.5	$103.5	$101.4	$168.5	$0.0
70 Vehicles (Non-Revenue)	$4.1	$4.1	$0.3	$0.0	$4.1	$0.0
80 Professional Services	$289.3	$293.6	$171.3	$130.2	$293.6	$0.0
90 Unallocated Contingency	$78.2	$78.2	$0.0	$0.0	$78.2	$0.0
Total (10 - 90)	**$1,530.0**	**$1,530.0**	**$951.9**	**$384.6**	**$1,530.0**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

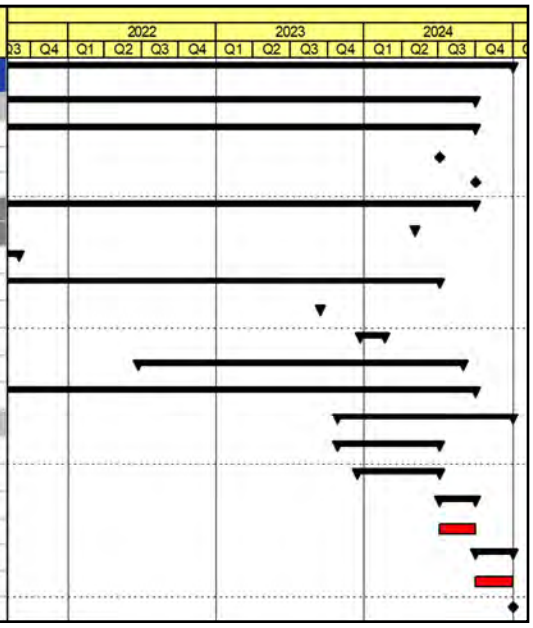
The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report supported with good probability that the project baseline cost and schedule assumptions. The externality conditions remain the same this period and may have reduced in some instances, but the generally speaking the project's risk profile remains some what unchanged. The following are the current top project risk areas:

- Property acquisition - market conditions; protracted durations of attaining control of properties; evolving design impacts property needs; however, the current cost risk seems to be subsiding due to appraisals and offers aligning to the baseline budget assumptions.
- Permitting and third party requirements - construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; permitting of stream crossings; betterment requests increases complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfaces with private utilities for utility relocations.
- Change during finalization of design and during construction—late discovery of sensitive receptors; utilities; threat and Vulnerability and preliminary hazard designs.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating start up activities across multiple extensions within a short time frame.; market shortage of qualified construction labor.
- COVID-19 pandemic - impact due to COVID-19 is unknown and this fluid situation is being closely monitored.

Project Schedule

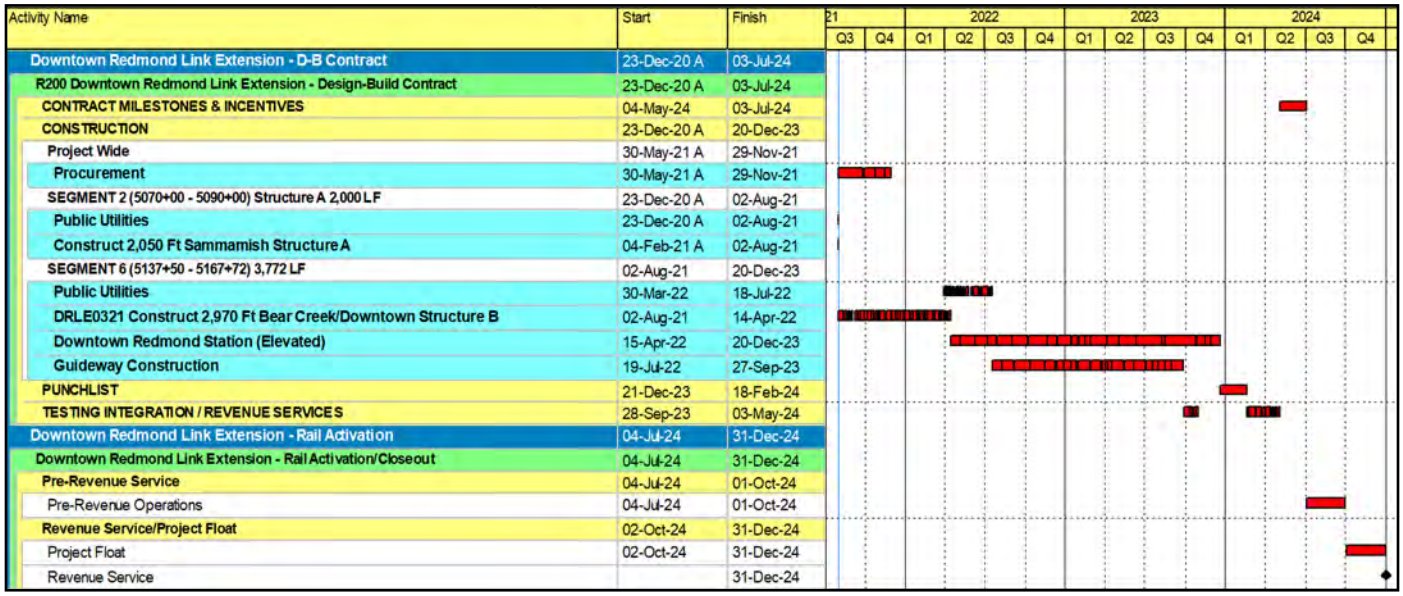
The current project schedule is presented below. The SE Redmond Station & Garage Issued For Construction design package was released this month. Ongoing work includes the 40th and 51st St. cut & cover tunnels, wall construction along the at-grade guideway, substructure for both the Sammamish and Downtown Guideways. Foundation work is ongoing at SE Redmond Parking Garage. The project is forecast for completion by the end of 2024.

Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	01-Oct-24
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	01-Oct-24
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		03-Jul-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		01-Oct-24
OWNER FLOAT	09-Sep-19 A	01-Oct-24
UNUSUALLY SEVERE WEATHER	04-May-24	04-May-24
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21
CONSTRUCTION	09-Sep-19 A	03-Jul-24
OCC	14-Sep-23	14-Sep-23
PUNCHLIST	21-Dec-23	19-Feb-24
TESTING INTEGRATION / REVENUE SERVICES	23-Jun-22	01-Sep-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	01-Oct-24
Downtown Redmond Link Extension - Rail Activation/Closeout	25-Oct-23	31-Dec-24
Systems Integration & Testing	25-Oct-23	03-Jul-24
Safety and Security Certification	13-Dec-23	03-Jul-24
Pre-Revenue Service	04-Jul-24	01-Oct-24
Pre-Revenue Operations	04-Jul-24	01-Oct-24
Revenue Service/Project Float	02-Oct-24	31-Dec-24
Project Float	02-Oct-24	31-Dec-24
Revenue Service		31-Dec-24



Critical Path Analysis

The critical path for R200 currently runs through girder procurement, followed by the downtown aerial guideway structure and Downtown Redmond Station, and finally into System Integration Testing.



Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	23-Dec-20 A	03-Jul-24
R200 Downtown Redmond Link Extension - Design-Build Contract	23-Dec-20 A	03-Jul-24
CONTRACT MILESTONES & INCENTIVES	04-May-24	03-Jul-24
CONSTRUCTION	23-Dec-20 A	20-Dec-23
Project Wide	30-May-21 A	29-Nov-21
Procurement	30-May-21 A	29-Nov-21
SEGMENT 2 (5070+00 - 5090+00) Structure A 2,000 LF	23-Dec-20 A	02-Aug-21
Public Utilities	23-Dec-20 A	02-Aug-21
Construct 2,050 Ft Sammamish Structure A	04-Feb-21 A	02-Aug-21
SEGMENT 6 (5137+50 - 5167+72) 3,772 LF	02-Aug-21	20-Dec-23
Public Utilities	30-Mar-22	18-Jul-22
DRLE0321 Construct 2,970 Ft Bear Creek/Downtown Structure B	02-Aug-21	14-Apr-22
Downtown Redmond Station (Elevated)	15-Apr-22	20-Dec-23
Guideway Construction	19-Jul-22	27-Sep-23
PUNCHLIST	21-Dec-23	18-Feb-24
TESTING INTEGRATION / REVENUE SERVICES	28-Sep-23	03-May-24
Downtown Redmond Link Extension - Rail Activation	04-Jul-24	31-Dec-24
Downtown Redmond Link Extension - Rail Activation/Closeout	04-Jul-24	31-Dec-24
Pre-Revenue Service	04-Jul-24	01-Oct-24
Pre-Revenue Operations	04-Jul-24	01-Oct-24
Revenue Service/Project Float	02-Oct-24	31-Dec-24
Project Float	02-Oct-24	31-Dec-24
Revenue Service		31-Dec-24

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				**RELOCATION**	
Total Acquisitions	**Board Approved**	**Offers Made to date**	**Closings to date**	**Relocations Required ******	**Relocations Completed to date**
84	88	91	72	1579	1572

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

*** A large majority of the relocation count is due to the relocation of storage units.*

Note: The change in Board Approved was due to a correction. The WSDOT ASL/TCAL leases was being counted in the #of parcels needed and board authorized and they should have been included in the WSDOT tracking.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR520.
- Continued communications with regards to noise complaints from residents along SR520 corridor
- Coordination with WSDOT and City of Redmond for MOT and pedestrian/bike path changes

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through July of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	27.2	22.9	(4.3)
Consultants	37.0	31.6	(5.4)
TOTAL	64.2	54.5	(9.7)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	4	4
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	2	7	8
Reported Near Mishaps	1	2	6
Average Number of Employees on Worksite	326	-	-
Total # of Hours (GC & Subs)	20,575	166,827	198,954
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	9.72	4.80	4.02
LTI Rate	0.00	0.00	0.00
Recordable National Average	**2.80**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Artist rendering of Downtown Redmond Station platform

Contract R200 - DRLE Design Build

Current Progress

Design: Reviewed and responded to Notice of Design Change / Final Design Consultant (NDC/FDC).

Construction:

- Soldier Pile construction north of 40th Street. Soil Nail Wall and Soldier Pile Construction adjacent to Building 88.
- PSE completed duct bank support to allow the Contractor to begin excavation and soil nail installation.
- Started construction of access along the east side in order to begin wall construction.
- Continued ground improvement at the east end of Marymoor Park and Geo-Pier towards the Sammamish River .
- Bear Creek site development. Continued drill shaft construction from Bear Creek to 170th.

Next Period's Activities

- Begin installation and tie-in for 12" water line prior to closing south side/traffic switch.
- Work on top of wall prep for cap beam and soil nail footing. Begin water line work on 154th and 60th.
- Contractor will begin abutment along Marymoor park. Begin construction of outfall on west side of Sammamish River.
- Cell-Crete work to protect King County sewer line.

Closely Monitored Issues

- Third Party Utilities Coordination and Changes. Contractor has submitted potential cost and time delay notices; primarily located at 40th, 51st, 60th and 70th Street as well as SE Redmond Parking Garages.
- Microsoft (Building 87) vibration mitigation. Working with the contractor to perform conceptual design in order to minimize cost and schedule impacts.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	$719,396,000
Change Order Value	$10,582,295
Current Contract Value	$729,978,295
Total Actual Cost (Incurred to Date)	$213,029,472
Percent Complete	35.1%
Alternative Concept Allowance	$46,432,698
Authorized Contingency	$78,823,902
Contingency Drawdown	$10,582,295
*Contingency Index	2.61

**Excludes Betterments*

Column form and embedded work.

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications (SCADA).
Phase	Construction
Budget	$3.677 Billion (Baseline April 2015)
Schedule	Revenue Service: June 2023

Map of East Link Extension Alignment.

Key Project Activities

- **Floating Bridge Retrofit (E130)**: Progress modifications for Rainier Ave Rapid Ride hydrant conflict; continue grout pad remediation in Mt. Baker Tunnel; ongoing Judkins Park Station finishes, lighting, access, and commissioning activities .
- **Mercer Island (E130)**: Continued wax tape removal / grout pad remediation; advance TPSS 2 Irving St. power crossing; ongoing commissioning activities.
- **IDS to Mt. Baker Tunnel (E130)**: Ongoing grout pad repair in Mercer Island Tunnel, East Channel Bridge & Mercer Island Station; continued commissioning at Mercer Island Tunnel, Mercer Island Station
- **E320 South Bellevue:** Progressed guideway signage installation, continued landscaping , fencing and ongoing destressing / thermite welding of track and pedestrian crossing work.
- **Downtown Bellevue to Spring District (E335)**: Continued various architectural finishes at BDS and East Main Stations. Continued windscreen framing & glazing, architectural wall panels, elevator shaft finishes, metal ceiling panels in plaza entrances, public stair handrails, and HVAC commissioning at Wilburton Station.; completed elevator & escalator pit lighting; continued plaza entrance architectural finishes, and HVAC & systems commissioning at 120th Station.
- **Bel-Red (E340)**: Planted mitigation plants and installed open rail fence along Kelsey Creek. Conducted rail-to-earth test along along the embedded track. Installed corridor signage and system conductor and speaker in the 130th Station.
- **SR520 to Redmond Technology Station (E360)**: Redmond Technology Station garage repairs work continues. Aerial Continued punch list work at Overlake Village Station and Pedestrian Bridge.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 and E360; E335 signal houses delivered. OCS Poles at E130 and pull OCS cable.

Closely Monitored Issues

- Redmond Technology Station Garage's structural repairs.
- Design change during construction phase particularly at our most technically challenging stations.
- Quality, construction safety and environment compliances.
- Civil segments continue to trend late in handing over access to follow on Systems contractor and System Integrated Testing.
- COVID-19 pandemic remains challenging at all levels of project activities.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure is approximately $10.2M, increasing the total expenditure to date from $2.95B to $2.96B. Project commitment is at approximately $3.2B with all major construction contracts in place. The pace of civil construction expenditures has begun to slow down. That said, the major cost predominantly driven from E130; E335 and Systems E750 constructions. COVID-19 cases remains fluid, assessment of impacts continues as well as ongoing monitoring of downstream supply chain interruptions.

Cost Summary by Phase

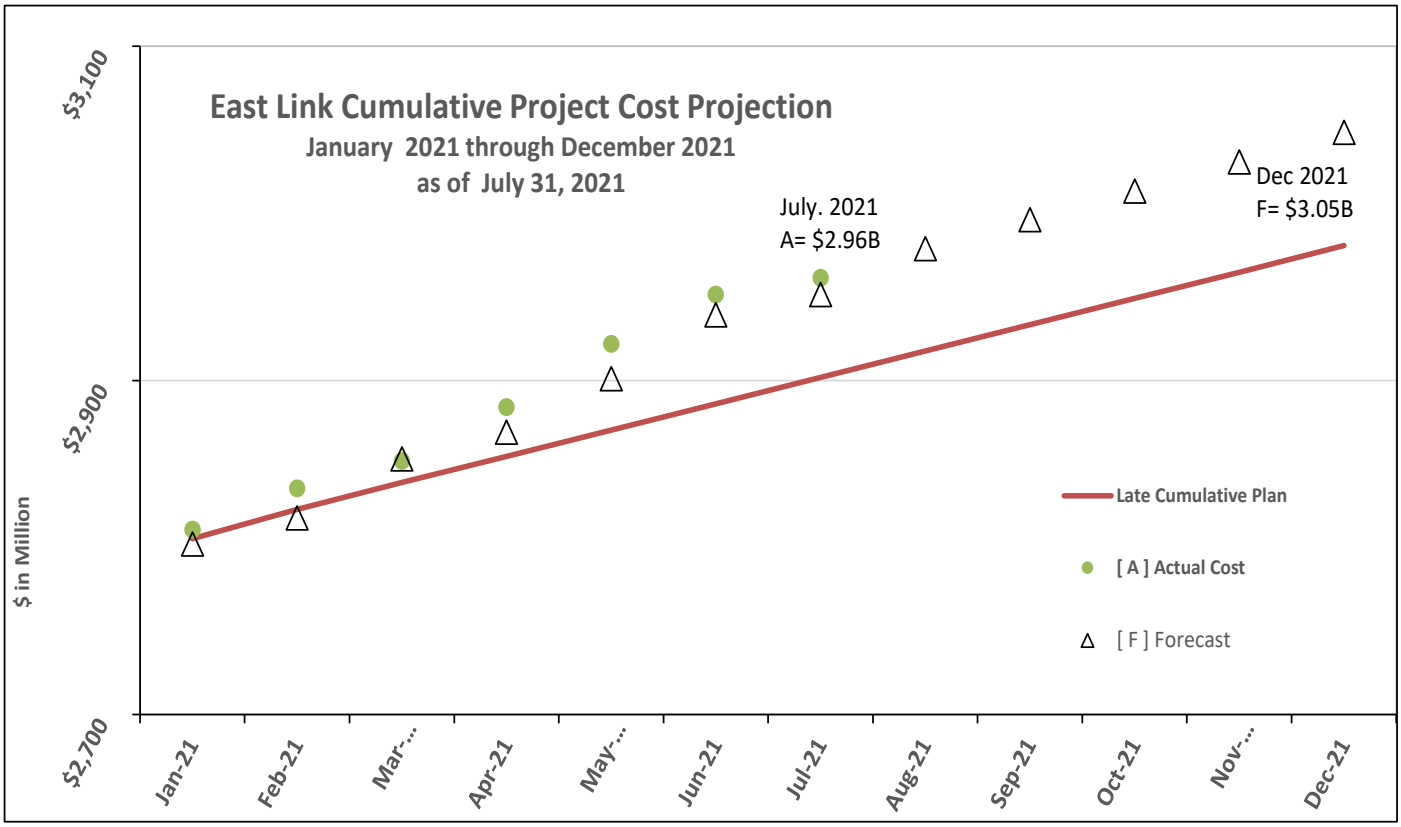
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$110.6	$109.9	$186.2	$0.0
Preliminary Engineering	$55.9	$55.9	$54.8	$54.8	$55.9	$0.0
Final Design	$283.0	$283.0	$248.9	$237.7	$283.0	$0.0
Construction Services	$257.5	$257.5	$204.4	$181.0	$257.5	$0.0
3rd Party Agreements	$52.2	$52.2	$38.3	$33.9	$52.2	$0.0
Construction	$2,544.3	$2,544.3	$2,253.9	$2,065.5	$2,544.3	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$298.2	$279.7	$278.9	$298.2	$0.0
Total	**$3,677.2**	**$3,677.2**	**$3,190.6**	**$2,961.6**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$945.7	$907.2	$892.1	$944.4	($199.8)
20 Stations	$397.7	$478.2	$457.5	$432.0	$480.7	($83.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$574.9	$501.5	$461.8	$569.7	$238.8
50 Systems	$353.8	$367.9	$352.9	$248.5	$371.1	($17.3)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,366.7**	**$2,219.1**	**$2,034.4**	**$2,366.0**	**($61.4)**
60 Row, Land	$288.5	$288.5	$279.7	$278.9	$288.5	($0.0)
70 Vehicles (non-revenue)	$2.8	$2.8	$1.1	$0.4	$2.8	$0.0
80 Professional Services	$898.4	$889.1	$690.7	$647.7	$889.9	$8.5
90 Unallocated Contingency	$182.9	$130.0	$0.0	$0.0	$130.0	$52.8
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,190.6**	**$2,961.6**	**$3,677.2**	**$0.0**

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project expenditure topped out at approximately $10.2M where Construction Phase is responsible for about 54.8% or approximately $5.6M. Total project cost incurred to date topped $2.96B, of which the Construction Phase's share is now a little over $2B. The project expenditures continue to pick up and is predicted to rise to approximately $3.05B by December 2021.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks.

A Quantitative Risk Assessment workshop was completed in October 2020. The QRA Report was finalized with results documenting a good confidence that ELE will complete within the baseline cost and scheduled Revenue Service Date. The project is now in preparation to update the risk registers for 2nd Quarter 2021.

The following are the top project risk and risk areas:

- Civil turnovers to Systems construction
- Interfaces between contracts, agency supplied equipment and third party jurisdictions
- COVID-19 pandemic cost and schedule impacts
- Resolution to Redmond Technology Station Garage's structural elements repairs
- Scope gaps between Construction and Operations as well as readiness for Startup

Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $313.96M (previously $318.95M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at $1.3M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC was balance shows a net decrease of approximately $5M due to construction and construction support changes.

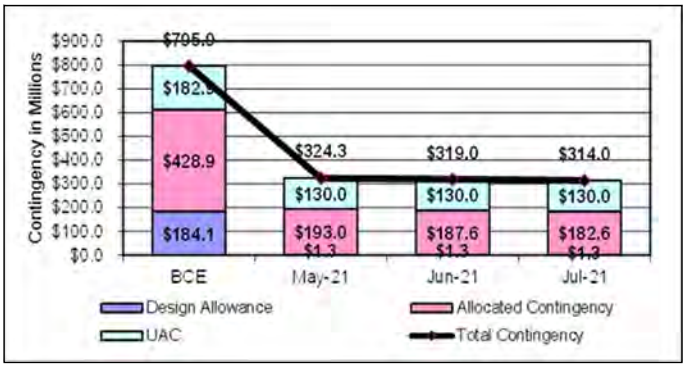
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at $130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$1.3	0.2%
Allocated Contingency	$428.9	11.7%	$182.6	25.5%
Unallocated Contingency	$182.9	5.0%	$130.0	18.2%
Total	**$795.9**	**21.6%**	**$314.0**	**43.9%**

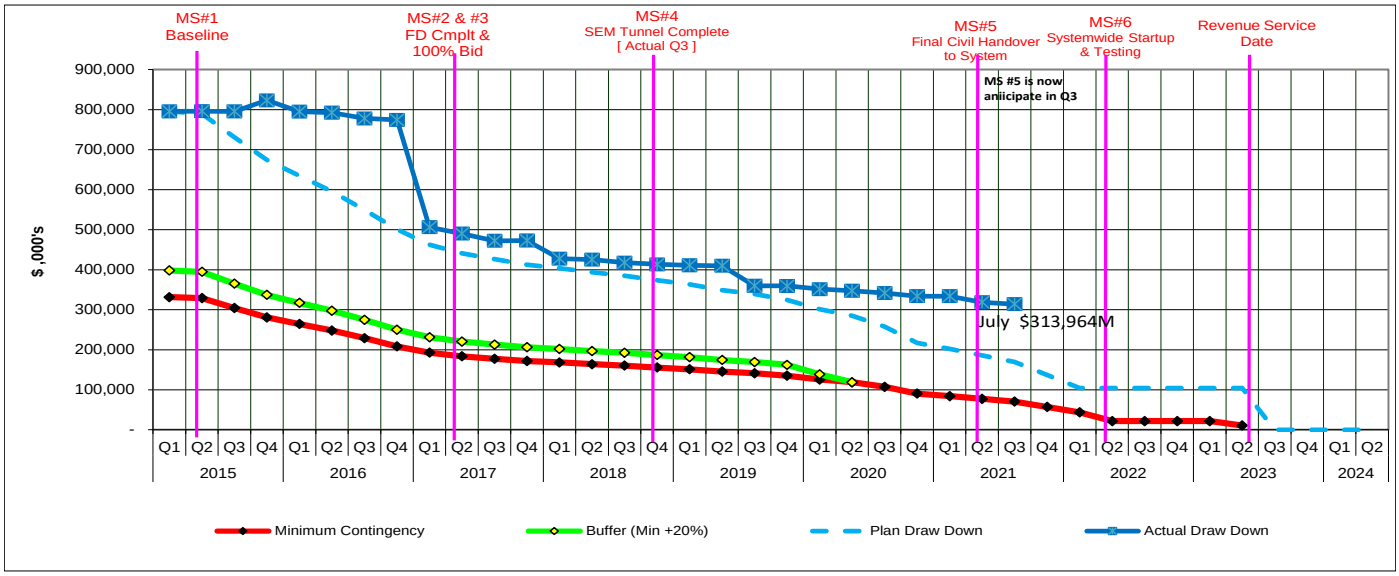
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately $314M (previously $318.9M) and with all major construction contracts procured, remains above the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of July represented the monthly net decrease about $5M due to various construction and construction support changes.


MS#1 Baseline
MS#2 & #3 FD Cmplt & 100% Bid
MS#4 SEM Tunnel Complete [Actual Q3]
MS#5 Final Civil Handover to System
MS#6 Systemwide Startup & Testing
Revenue Service Date
MS #5 is now anticipate in Q3
$,000's
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
-
July $313,964M
Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2
2015 2016 2017 2018 2019 2020 2021 2022 2023 2024
Minimum Contingency
Buffer (Min +20%)
Plan Draw Down
Actual Draw Down

Contingency Drawdown as of July 31, 2021

Project Schedule

The Integrated Master Schedule is presented below.

E130 continued finishes and commissioning at Judkins Park Station and Mercer Island Station; Rainier Ave Rapid Ride reconfiguration; wax tape removal and track plinth grout pad remediation.

E320 continued landscaping, irrigation, and sidewalks along BWSE; continued commissioning and landscaping at the station and parking garage; continued destressing/thermite welding of track.

E330 has achieved final acceptance.

E335 continued rough-ins, stairs and sidewalks, and landscaping work at E. Main Station; wire pull at the South Portal Electrical Building; finish work at Bellevue Downtown Station; finish work and commissioning at Wilburton.

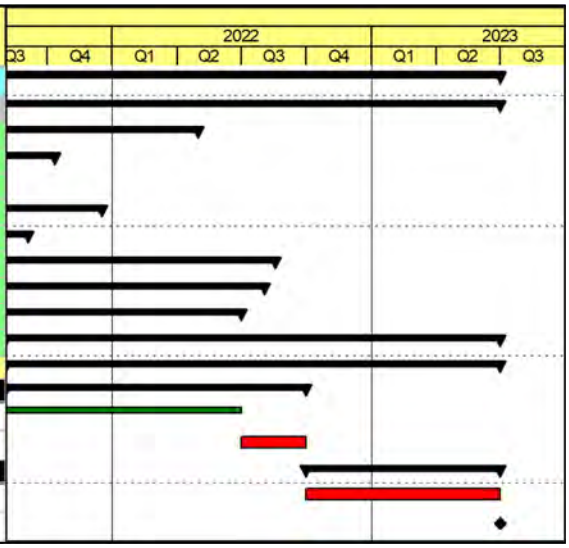
E340 continued repair work along the aerial guideway; continued installing signage at the station; conducted rail-to-earth testing along embedded track.

E360 continued punchlist and repair work all along the alignment; continued RTS garage crack repair.

E750 continued installation of communications systems at most stations; set OCS poles, and strung messenger wire; set a signal house; began local testing in multiple segments.

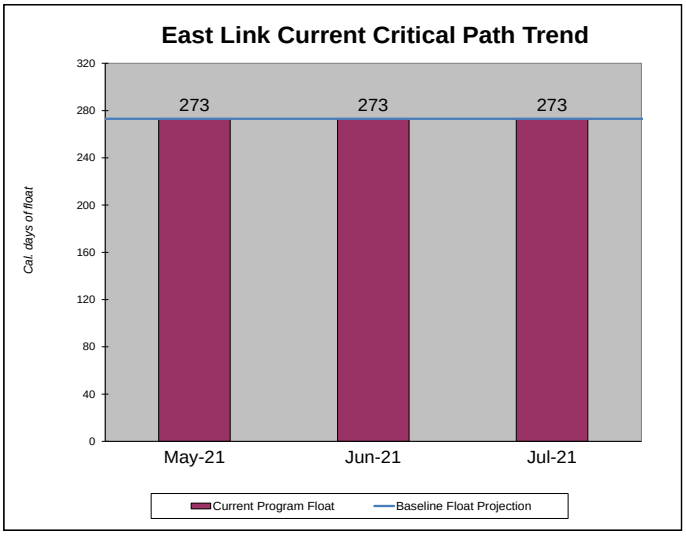
Work is forecast to complete in time to perform pre-revenue simulation as planned and open for Revenue Service by June 2023.

Activity Name	Start	Finish
East Link	18-Jan-15 A	30-Jun-23
East Link Construction	18-Jan-15 A	30-Jun-23
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	01-May-22
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	11-Oct-21
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	12-Oct-20
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	15-Dec-21
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	03-Sep-21
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	16-Aug-22
EL 750 - Systems	12-Jun-17 A	03-Aug-22
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	30-Jun-22
ELRACT - East Link Rail Activation/System Integration/Project Closeout	02-Aug-21	30-Jun-23
East Link Rail Activation/System Integration/Project Closeout	02-Aug-21	30-Jun-23
Pre-Revenue Testing & Start Up	02-Aug-21	30-Sep-22
East Link System Integration Testing (LOE Summary)	02-Aug-21	30-Jun-22
East Link Pre Revenue Operations (3 Mo)	30-Jun-22	30-Sep-22
Revenue Service Window	30-Sep-22	30-Jun-23
East Link Program Float (Baseline 273 Days)	30-Sep-22	30-Jun-23
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*



Project Float

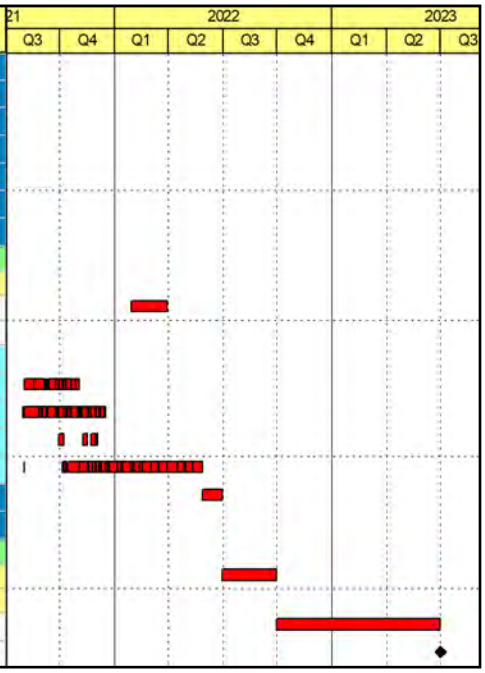
East Link was baselined with 273 days of program float. After some projected delays over the past few months, a change to the E750 Systems contract (still under negotiation) is forecast to result in significant acceleration of the construction schedule, and restoration of current projected float use. In the coming months, the post-construction path to revenue service will be refined, which may result in another reduction of float.



Critical Path Analysis

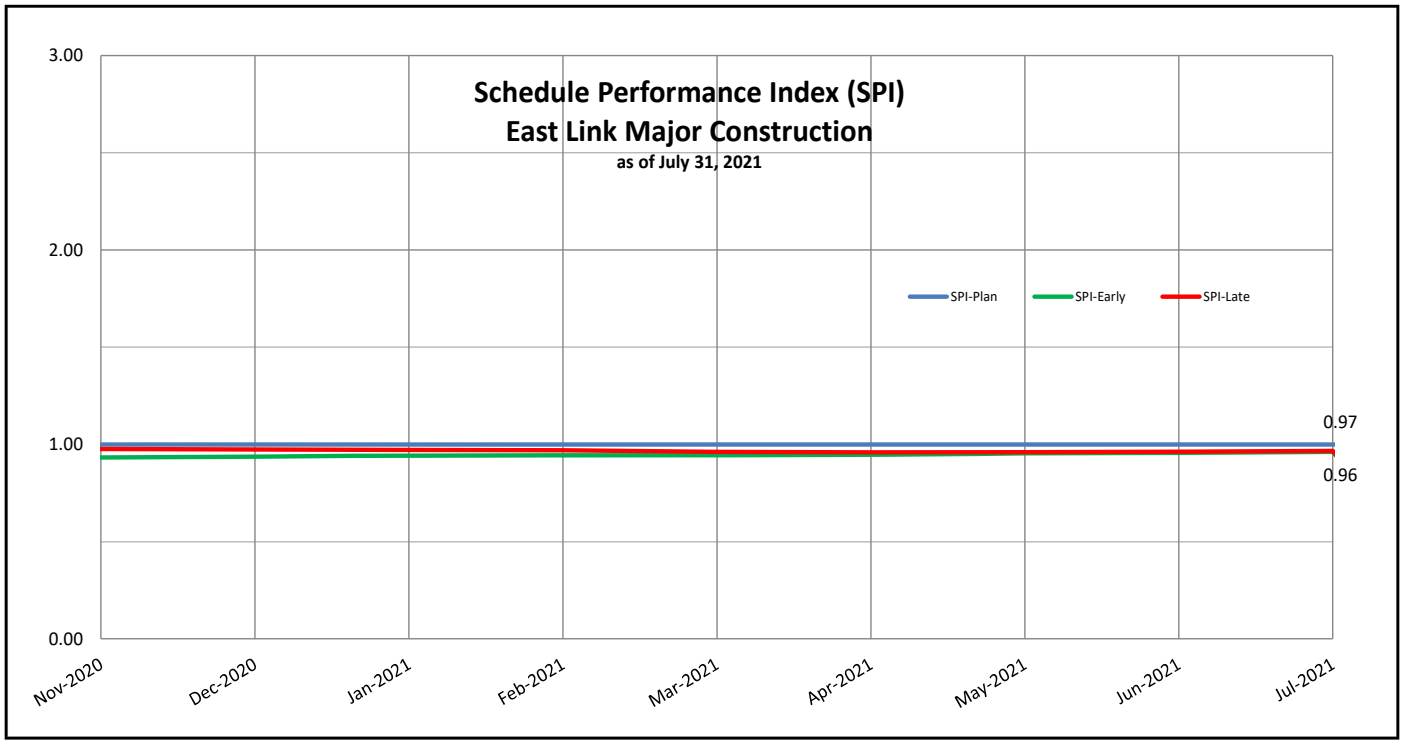
The East Link critical path this month is entirely within the E750, from OCS and signal installation to testing. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)		
EL 320 - I-90 Overpass to S. Bellevue (DBB)		
EL 330 - Downtown Bellevue Tunnel (DBB)		
EL 335 - Downtown Bellevue to Spring District (GC/CM)		
EL 340 - Spring District to SR 520 (DBB)		
EL 360 - SR 520 to Overlake Transit Center (DB)		
EL 750 - Systems	12-Sep-18 A	27-May-22
E750 Construction	12-Sep-18 A	27-May-22
E750 Project	12-Sep-18 A	27-May-22
E750 Engineering	29-Jan-22	30-Mar-22
E750 Construction	12-Sep-18 A	27-May-22
E750 Milestones	07-Dec-21	27-May-22
E750 OCS	17-Jun-21 A	02-Nov-21
E750 Signals	12-Sep-18 A	16-Dec-21
E750 Trunk Fiber	29-Sep-21	03-Dec-21
E750 Testing and Commissioning	02-Aug-21	27-May-22
East Link Master Schedule - Construction Interfaces	27-May-22	30-Jun-22
ELRACT - East Link Rail Activation/System Integration/Project Closeout	02-Aug-21	30-Jun-23
East Link Rail Activation/System Integration/Project Closeout	02-Aug-21	30-Jun-23
Pre-Revenue Testing & Start Up	02-Aug-21	30-Sep-22
Revenue Service Window	30-Sep-22	30-Jun-23
East Link Program Float (Baseline 273 Days)	30-Sep-22	30-Jun-23
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*



Schedule Performance Index

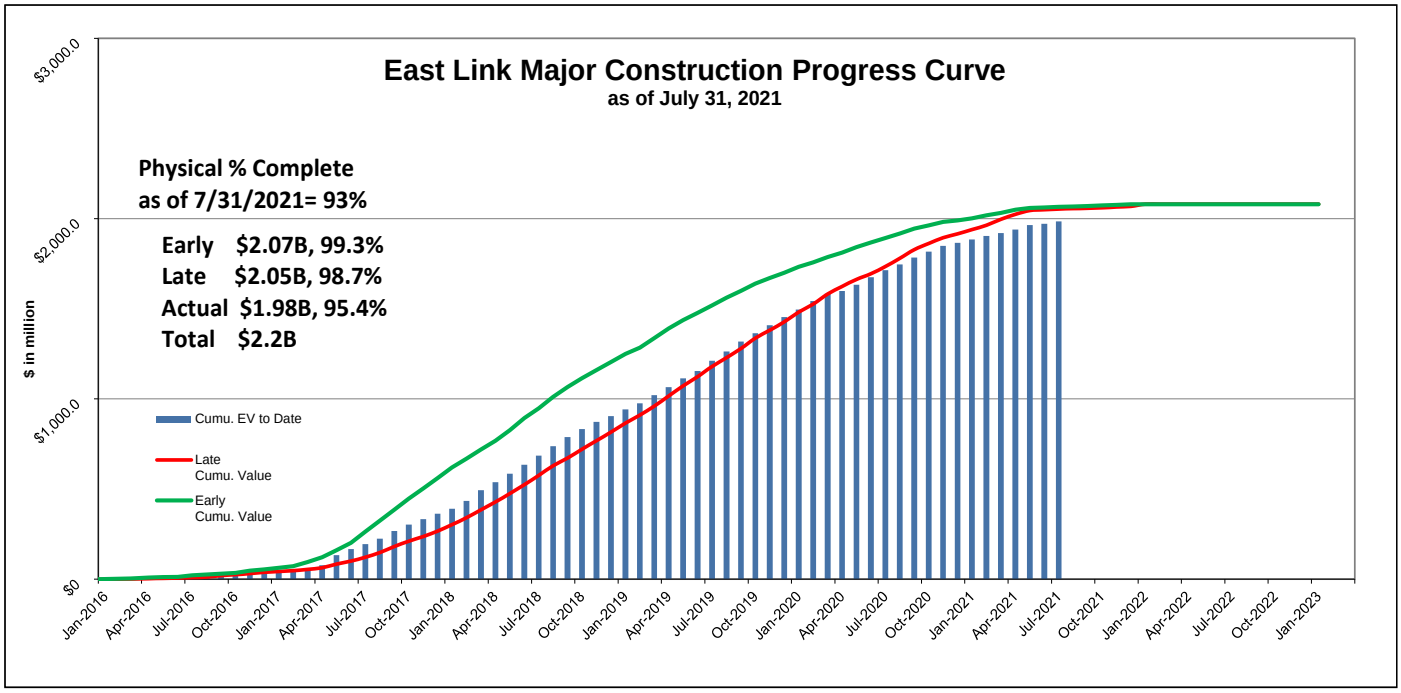
The Schedule Performance Index (SPI) for East Link's Major Construction Packages is at 0.96 (early) and 0.97 (late) as contractors work toward final completion past their target finish dates. This number will steadily trend toward 1 in the coming months as work completes.

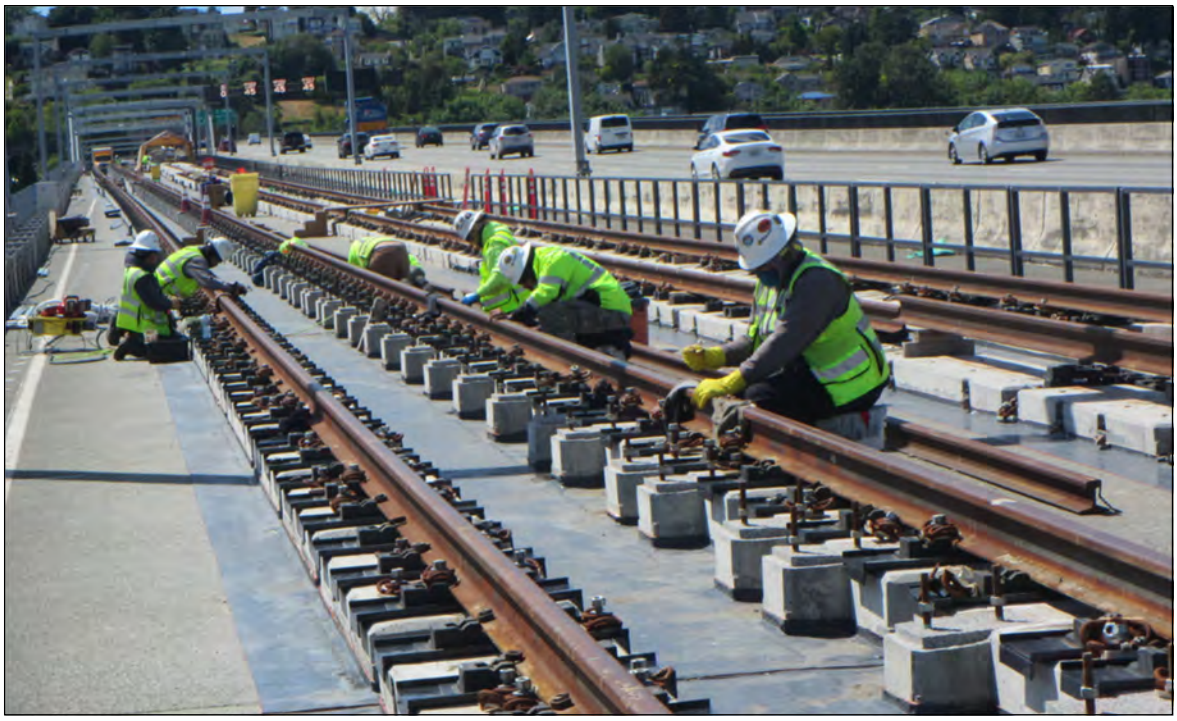


Major Construction Progress Curve

The overall physical percent complete for East Link construction is 93%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. Performance remains slightly below the late projection. Although progress is likely to continue to trend below the late curve, performance is steady and the project is still anticipated to finish within the original baseline projection.





E130 Seattle to South Bellevue: Removing wax tape along the I-90 east bound track way

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. While maintaining proper social distancing, communicated with numerous neighbors about upcoming major traffic changes. July's focus includes but not limiting to coordination I-90 trail closure for concrete placement; responding to residential complaints near TPSS2 (Irving St.); 24 hours work on 112th Ave NE and NE 6th St curb and gutter work; preparation for nighttime work on RTS garage and coordination on NE 40th ST. traffic switch
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are mostly complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining. The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions	**Board Approved**	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through July of 2021. Consultants utilization, currently, are dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline and current overage is not indicative of budget overage. That said, longer than anticipated construction duration coupling with COVID-19 remaining a fluid situation, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	45.4	(7.4)
Consultants	91.5	159.1	67.6
TOTAL	144.3	204.5	60.2

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	5	90
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	3	19	288
Reported Near Mishaps	2	10	288
Average Number of Employees on Worksite	490	-	-
Total # of Hours (GC & Subs)	83,980	628,505	7,195,427
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	2.38	1.59	2.50
LTI Rate	0.00	0.00	0.42
Recordable National Average	**2.80**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A – Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build].

Status: Completed and Closed.

E130 Seattle to South Bellevue – International District Station (IDS) modification, Retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E320 South Bellevue – One light rail station and a parking garage at South Bellevue P&R; aerial, at-grade and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: See following pages under Contract E320.

E330 Downtown Bellevue Tunnel – SEM Tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Accepted Issued on November 17th 2020.

E335 Downtown Bellevue to Spring District – Four light rail stations; aerial, at-grade and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red – One light rail station, aerial and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: See following pages under Contract E340.

E360 SR520 to Redmond Technology Station – Two light rail stations; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems – Light rail systems elements, including Traction Power Electrification, Overhead Catenary System, Train Signals and Communication System. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750

E320 South Bellevue: OCS poles and duct banks along the E320 elevated guideway.

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

West Segment: Progress modifications for Rainier Ave Rapid Ride hydrant conflict; continue grout pad remediation in Mt. Baker Tunnel; ongoing Judkins Park Station finishes, lighting, access, and commissioning activities

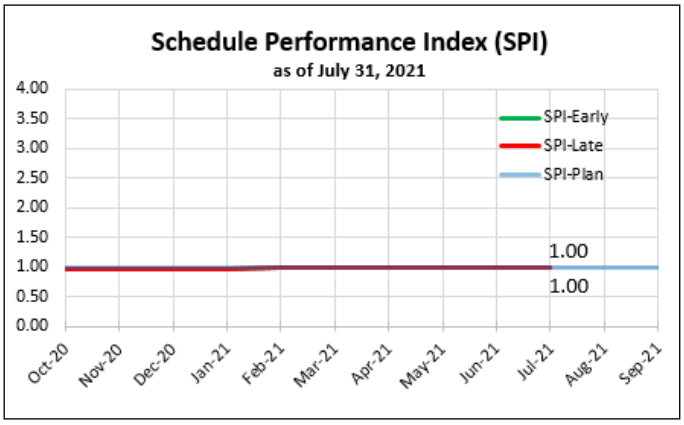
Center Segment: Continued wax tape removal / grout pad remediation; advance TPSS 2 Irving St. power crossing; ongoing commissioning activities

East Segment*:* Ongoing grout pad repair in Mercer Island Tunnel, East Channel Bridge & Mercer Island Station; continued commissioning at Mercer Island Tunnel, Mercer Island Station

Schedule Summary

The critical path for this project currently runs through the track repair procedure on the floating bridge. The contractor's July update is presented below. The E750 Systems contractor has been granted access to all areas included under Milestone 1, and coordinated access to remaining work areas is underway.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	01-May-22
Milestones	10-Mar-17 A	01-May-22
Access Milestones	10-Mar-17 A	12-May-17 A
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	01-May-22
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20 A
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		15-Dec-21*
16. MS#01 - Acceptance		14-Jan-22
16. MS#04 - Substantial Completion All Work (12-Dec-20)		01-Apr-22*
16. Post Acceptance		08-Apr-22
16. Acceptance		01-May-22
Milestone 1 Interim Dates	21-Aug-19 A	08-Dec-21
Construction	20-Mar-17 A	02-Mar-22
Preliminary Activities	03-Apr-17 A	08-Feb-21 A
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	20-Dec-21
Tunnel Modifications	18-Sep-17 A	26-Oct-21
Stations	31-May-17 A	14-Jan-22
OCS Bases/Frames	02-Apr-18 A	31-Aug-21
Civil/Utilities	05-Jul-17 A	17-Dec-21
Electrical	20-Mar-17 A	04-Oct-21
Structures Retrofit	20-Mar-17 A	11-Feb-22
Trackwork	29-Jan-18 A	02-Mar-22
Systems	26-Jun-17 A	20-Aug-21
IDS Modification	16-Jan-19 A	15-Dec-21
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A



Schedule Performance Index

Through July, reported cumulative SPI-Early is 1.00, with SPI-Late also 1.00. This indicates the contractor remains on target with early & late start/finish schedule performance, based on a negotiated revised Milestone 4 date; the current progress update continues to reflect progress impacts due to unresolved commercial issues. Several Contractor delay impacts will be resolved by changes to Milestones 1 & 4 (change order negotiated, pending execution). A Milestone 3 revision is in negotiation. Contract interface coordination with the E750 contractor is ongoing; the E750 contractor continues to perform work along the E130 alignment.

Next Period's Activities

- **West Segment:** Progress grout pad remediation in Mt. Baker Tunnel; ongoing Judkins Park Station finishes and commissioning activities
- **Center Segment:** Continued wax tape removal / grout pad remediation; ongoing commissioning activities
- **East Segment**: Ongoing grout pad repair in Mercer Island Tunnel, East Channel Bridge & Mercer Island Station; continued commissioning at Mercer Island Tunnel, Mercer Island Station

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- Direct COVID-19 impacts
- NCR mitigation timeline for plinths
- Wax-Tape Removal from Nylon Inserts on floating bridge
- IDS: rail grinding, Milestone 3 resolution

E130 Construction Segments

Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$39,938,887
Current Contract Value*	$703,960,724
Total Actual Cost (Incurred to Date)	$679,340,044
Percent Complete	96.5%
Authorized Contingency	$56,660,541
Contingency Drawdown	$39,938,887
Contingency Index	1.4

** Contract Value excludes Betterments*

Crews grind fastener seats at the D2 eastbound ramp

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Progress guideway signage installation

Bellevue Way SE: Continue landscaping and planting

S. Bellevue Sta./P&R: Advance landscaping, irrigation installation, pour remaining sidewalks and fencing

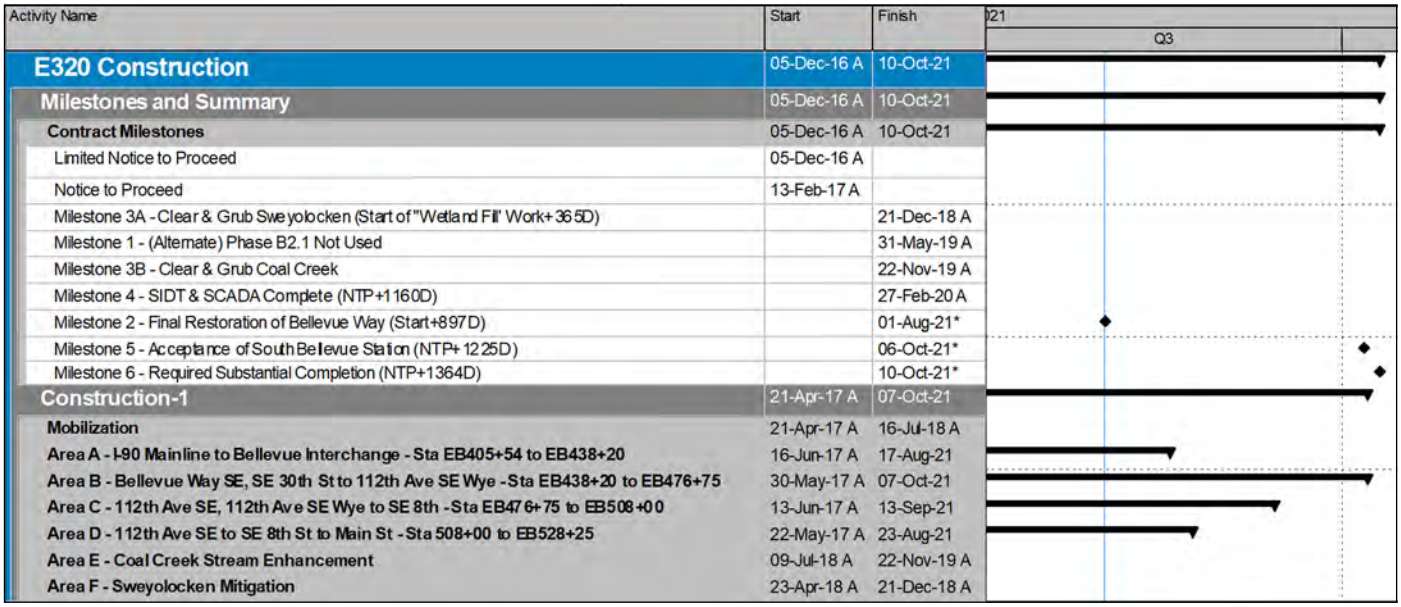
Wye-to-East Main: Continue landscaping & planting activities, including soil cell work, compost placement, irrigation, and topsoil work; installation of fencing along meandering pathway

Track Work: Ongoing destressing / thermite welding of track; progress pedestrian crossing work

Schedule Summary

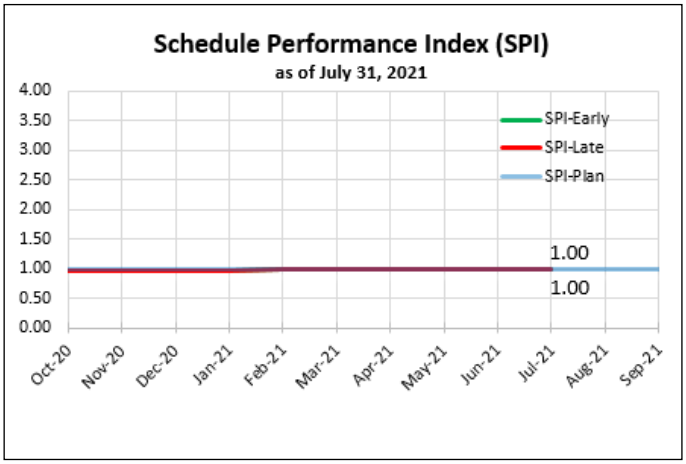
The critical path for this project currently runs through commissioning at South Bellevue Station. The contractor's July update is presented below. The contractor has granted station and parking garage access to the E750 systems contractor; coordinated track access is ongoing.

Activity Name	Start	Finish
E320 Construction	05-Dec-16 A	10-Oct-21
Milestones and Summary	05-Dec-16 A	10-Oct-21
Contract Milestones	05-Dec-16 A	10-Oct-21
Limited Notice to Proceed	05-Dec-16 A	
Notice to Proceed	13-Feb-17 A	
Milestone 3A - Clear & Grub Sweyolocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		01-Aug-21*
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		06-Oct-21*
Milestone 6 - Required Substantial Completion (NTP+1364D)		10-Oct-21*
Construction-1	21-Apr-17 A	07-Oct-21
Mobilization	21-Apr-17 A	16-Jul-18 A
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	17-Aug-21
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	07-Oct-21
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	13-Sep-21
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	23-Aug-21
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A



Schedule Performance Index

The Contractor is behind their baseline substantial completion date. While the Contractor is reporting the SPI of 1.00 for early start/finish as well as late start/finish for July, the progress continues to lag behind. This is primarily due to track work not being complete as scheduled, 600 feet of unacceptable direct fixation track that requires remediation, and missed durations on landscaping, irrigation, and other mitigations.



Next Period's Activities

- **I-90 Flyover:** Install Guideway signage
- **Bellevue Way SE:** Continue landscaping and planting.
- **S. Bellevue Sta./P&R:** Continue landscaping, install irrigation, pour remaining sidewalks and fencing.
- **Wye-to-East Main:** Continue landscaping, planting and soil cell work; compost, irrigation and topsoil work and install chain fence along meandering pathway.
- **Track Work:** Ongoing distress/ thermite weld track, and pedestrian crossing work.

Closely Monitored Issues

- COVID-19 impacts
- Working adjacent to wetland areas, environmental compliance concerns

Cost Summary

Present Financial Status	Amount
E320 Contractor - Shimmick/Parsons JV.	
Original Contract Value	$319,859,000
Change Order Value	$10,721,369
Current Contract Value**	$330,546,116
Total Actual Cost (Incurred to Date)	$325,437,280
Percent Complete	98.14%
Authorized Contingency	$38,532,000
Contingency Drawdown	$10,625,322
Contingency Index	3.5

***Contract Value excludes betterments and START*

ST/KC Metro Bus Loop Testing

Contract E330 – Downtown Bellevue Tunnel – Completed & Accepted

- E330 Contractor achieved Substantial Completion on July 13th, 2020.
- Sound Transit issued Final Acceptance to contractor on November 17th, 2020.

Cost Summary

Final Financial Status	Amount
E330 Contractor– Guy F Atkinson Construction, LLC.	
Original Contract Value	$121,446,551
Change Order Value	($1,109,096)
Current Contract Value	$120,337,455
Total Actual Cost	$120,337,455
Percent Complete	100%
Authorized Contingency	$13,256,330
Contingency Drawdown	($1,109,096)
Contingency Index	N/A

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

Current Progress

East Main Station: Continued canopy Electrical rough-ins, form and pour stairs for new entrance and side walks, skim coat walls, install irrigation, spread topsoil, install canopy metal panels. Continued pull wire at South Portal Electrical Building, commissioning and install gate panel.

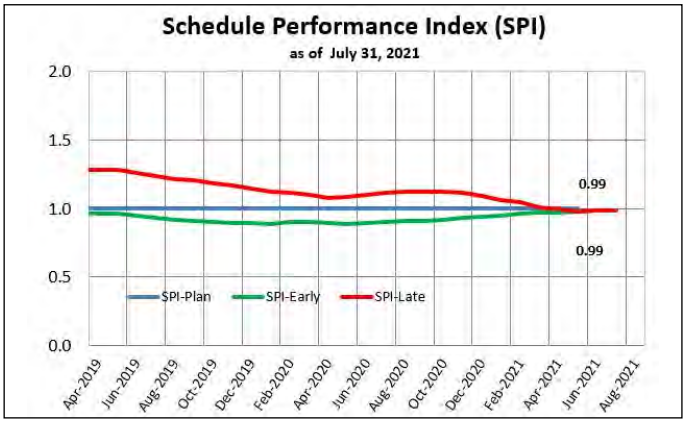
Bellevue Downtown Station (BDS): Completed public stair landing grout and tile placement and canopy caulking and paver along reflection. Continued installation windscreens, terracotta at elevator fronts, platform exterior metal handrail, painting stairs, installing gate/card reader conduit.

Wilburton Station: Continued install metal wall panels, metal ceiling framing, platform windscreens framing, escalators divider wall metal panel. Continued conveyance commissioning activities and commissioning fire alarm and fire suppression system.

Schedule Summary

The critical path for this project runs through Bellevue Downtown Station. The contractor's July update is presented below. Shared access has been granted to the E750 contractor in most areas of the project.

Activity Name	Start	Finish
E335 Construction	24-Apr-17 A	15-Dec-21
Milestones	04-May-18 A	26-Nov-21
Contract Milestones	30-Sep-18 A	16-Sep-21
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		01-Aug-21*
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		01-Aug-21*
Milestone #6 - Substantial Completion of all Work (16-May-21)		01-Aug-21*
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		16-Sep-21*
Calculated Milestones	04-May-18 A	26-Nov-21
E335 Achieves Milestone #1		04-May-18 A
E335 Achieves Milestone #2		14-Jan-20 A
E335 Achieves Milestone #3		16-Sep-21
E335 Achieves Milestone #4		07-Nov-21
E335 Achieves Milestone #5		07-Nov-21
E335 Achieves Milestone #6		26-Nov-21
Mobilization	24-Apr-17 A	24-Apr-17 A
Construction	24-Apr-17 A	15-Dec-21
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	01-Nov-21
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91	24-Aug-18 A	27-Oct-21
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	15-Dec-21
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	02-Nov-21
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	11-Aug-21
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	20-Sep-21
Testing and Commissioning	01-Jun-20 A	03-Aug-21



Schedule Performance Index

This period, the SPI-Early and Late are estimated 0.99 and as the Contractor is behind their baseline substantial completion date. Factors which cause the SPI curves lag are mostly due to delays at BDS and requirement to install inner duct and fiber in the tunnel impacted the wiring and termination of the mid-tunnel fans and the follow-on commissioning.

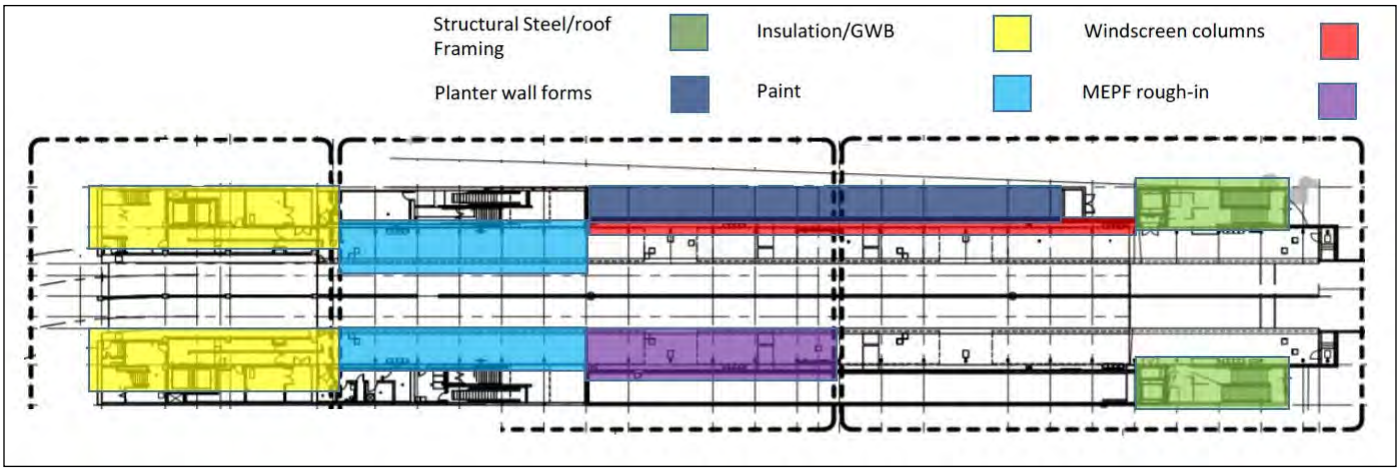
Next Period's Activities

- **East Main Station:** Continue form and pour stairs, install irrigation, wayfinding tiles and pull wire. Commence build out panel boards.
- **BDS:** Continue installing metal panels and windscreens, terracotta on platforms. Continue to form and place concrete along 112th street.
- **Wilburton Station:** Continue commission HVAC and conveyance. Continue install platform level windscreen framing, overhead coiling doors.
- **120th Station:** Continue install vertical stainless panels at roll up doors, track chain guards rail, door and hardware and trash receptacles. Continue punch list work.

Closely Monitored Issues

- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- Contractor has confirmed the procurement of switchgear at BDS; Contractor is working with their subcontractors to provide acceptable submittals for the procurement of the transformer, snubber and other associated equipment. The related delays continue to impact the project schedule and continue to impede E750 access.

Bellevue Downtown Station progress map



Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck/Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$20,634,169
Current Contract Value	$414,432,379
Total Actual Cost (Incurred to Date)	$396,767,382
Percent Complete	98.35%
Authorized Contingency	$29,689,911
Contingency Drawdown	$20,634,169
Contingency Index	1.41

BDS West Entrance Canopy

Contract E340 – Bel-Red

Current Progress

Aerial Guideway: Repaired link slab. Fence removed for signal house installation.

130th Ave Station: Installed corridor signage. Conducted rail-to-earth testing along the embedded track..

136th Place NE: Weeding corridor planters. Installed embedded track lubricator.

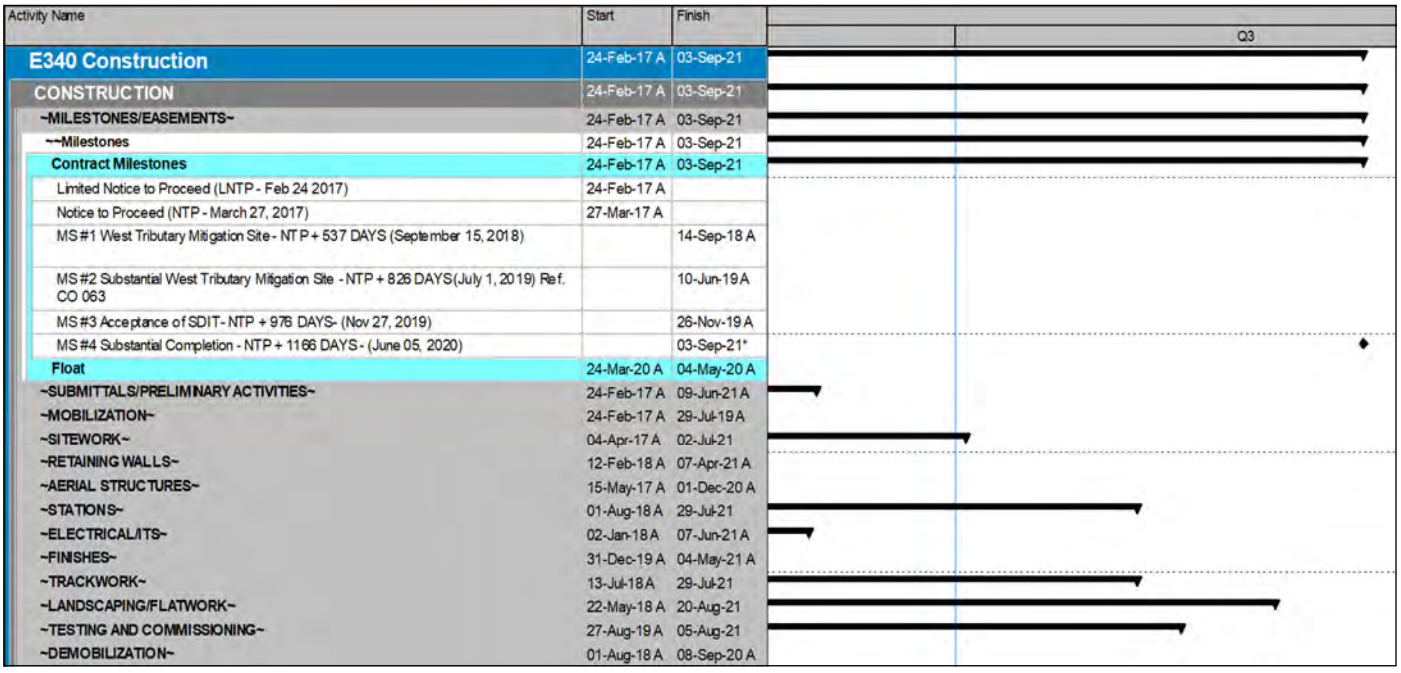
NE Spring Blvd: Conducted rail-to-earth testing along the embedded track. Weeding corridor planters.

System Scope: Installed messenger wire. Install systems conductors and speakers in the 130th Station.

Schedule Summary

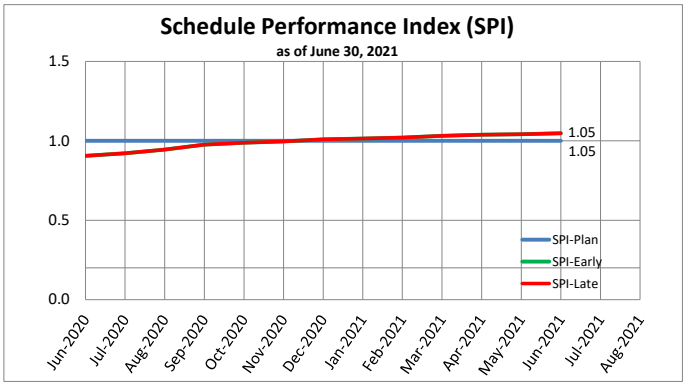
Critical path of this project segment now runs through landscaping and safety railing. The contractor's June update is presented below. A July update has not yet been submitted. ST is working with the contractor to preserve the interface with the E750 systems contractor. E750 Access to 130th Station and most of the guideway has been granted.

Activity Name	Start	Finish
E340 Construction	24-Feb-17 A	03-Sep-21
CONSTRUCTION	24-Feb-17 A	03-Sep-21
~MILESTONES/EASEMENTS~	24-Feb-17 A	03-Sep-21
~~Milestones	24-Feb-17 A	03-Sep-21
Contract Milestones	24-Feb-17 A	03-Sep-21
Limited Notice to Proceed (LNTP - Feb 24 2017)	24-Feb-17 A	
Notice to Proceed (NTP - March 27, 2017)	27-Mar-17 A	
MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2018)		14-Sep-18 A
MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. CO 063		10-Jun-19 A
MS #3 Acceptance of SDIT - NTP + 976 DAYS - (Nov 27, 2019)		26-Nov-19 A
MS #4 Substantial Completion - NTP + 1166 DAYS - (June 05, 2020)		03-Sep-21*
Float	24-Mar-20 A	04-May-20 A
~SUBMITTALS/PRELIMINARY ACTIVITIES~	24-Feb-17 A	09-Jun-21 A
~MOBILIZATION~	24-Feb-17 A	29-Jul-19 A
~SITEWORK~	04-Apr-17 A	02-Jul-21
~RETAINING WALLS~	12-Feb-18 A	07-Apr-21 A
~AERIAL STRUCTURES~	15-May-17 A	01-Dec-20 A
~STATIONS~	01-Aug-18 A	29-Jul-21
~ELECTRICAL/ITS~	02-Jan-18 A	07-Jun-21 A
~FINISHES~	31-Dec-19 A	04-May-21 A
~TRACKWORK~	13-Jul-18 A	29-Jul-21
~LANDSCAPING/FLATWORK~	22-May-18 A	20-Aug-21
~TESTING AND COMMISSIONING~	27-Aug-19 A	05-Aug-21
~DEMOBILIZATION~	01-Aug-18 A	08-Sep-20 A



Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of June 2021, which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 1.05 and the SPI-Late is at 1.05. These numbers indicate that the contractor is right on track with their current early and late performances.



Next Period's Activities

130th Ave Station: Install permanent signage.

132nd Ave: Install permanent signage.

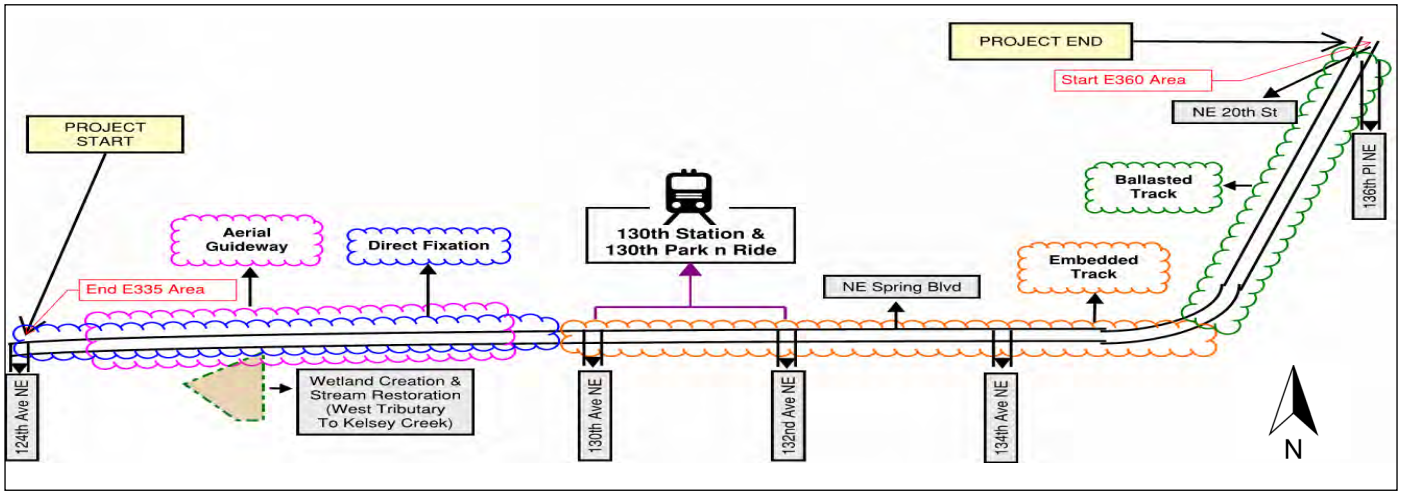
Kelsey Creek Mitigation Area: Install open rail fence.

System Scope: Install messenger wire. Install systems conductors and speakers un the 130th Station.

Closely Monitored Issues

- There are non-compliant track in various stages of construction. Sound Transit is monitoring contractor's corrective method action plan to bring the rail alignment back within specified tolerances.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor needs to work out an agreement with the property owners where extensions are not granted and work has not been completed.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$6,944,575
Current Contract Value	$100,114,587
Total Actual Cost (Incurred to Date)	$97,885,090
Percent Complete	97.3%
Authorized Contingency	$14,317,000
Contingency Drawdown	$6,944,575
Contingency Index	2.01

System Contractor installed conductors in station facing south.

Contract E360 – SR 520 to Redmond Technology Station (RTS)

Current Progress

Design: Notice of Design Change work is still ongoing to include ST and Kiewit-Hoffman (KH) initiated changes. Design changes include Sweeper Site Access Road and Clear Zone Protection. KH has presented a garage repair design and ST has presented an additional peer review due to garage beam cracks being discovered and is under joint ST review.

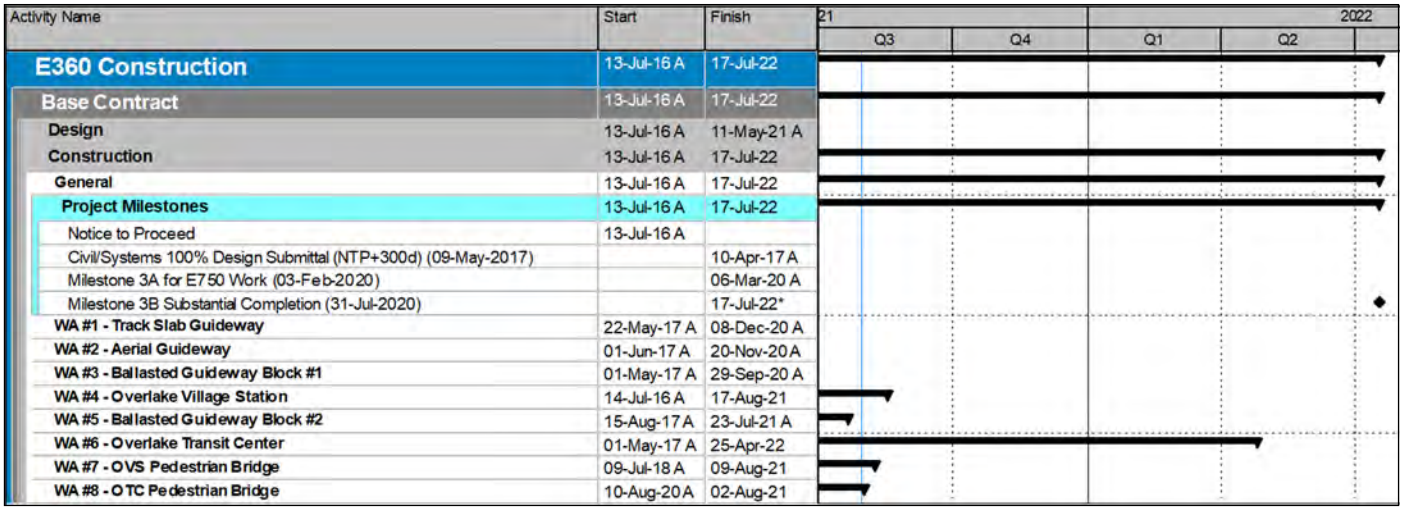
Construction:

- Work Area (WA)#1: Valley Creek vault punchlist work continues Park Place TOD fencing and grading. Sweeper Site installing fencing besides access gate.
- WA #2: Ductbank and ballasted track ductbank/rail punchlist work for Aerial Guideway continues. Clear Zone soil preparation and planting between Overlake Village Station (OVS) and Redmond Technology Station (RTS).
- WA #3/4: OVS punchlist work, planting, and grading at TOD site. WSDOT fencing at West TOD,
- WA #6: RTS garage excavation and formwork, garage storm installation; station punchlist and repair work ongoing.
- WA #7: OVS Ped Bridge stairs forms, reinforcing, and concrete placement; handrails adjusted on Ped Bridge and Paperclip.

Schedule Summary

The contractor's July update is presented below. The critical path currently runs through repair work in the RTS garage. The E750 contractor now has access to all work areas.

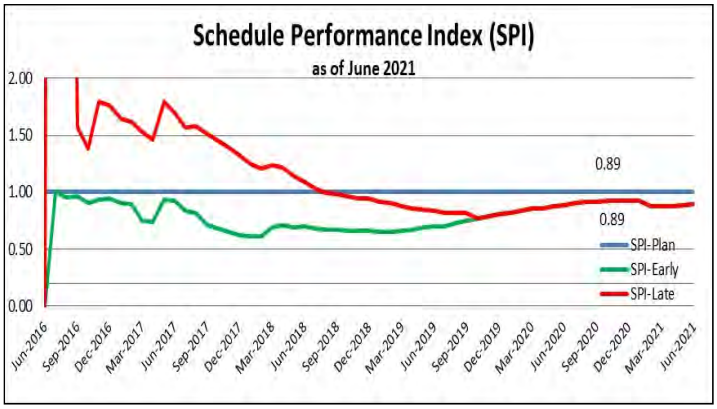
Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	17-Jul-22
Base Contract	13-Jul-16 A	17-Jul-22
Design	13-Jul-16 A	11-May-21 A
Construction	13-Jul-16 A	17-Jul-22
General	13-Jul-16 A	17-Jul-22
Project Milestones	13-Jul-16 A	17-Jul-22
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		17-Jul-22*
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	17-Aug-21
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A
WA #6 - Overlake Transit Center	01-May-17 A	25-Apr-22
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	09-Aug-21
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	02-Aug-21



Schedule Performance Index

The May/June/July 2020 pay apps are being withheld due to defective structural design and construction of the RTS garage. Schedule Performance Index chart has been updated per the latest schedule submittal. Early and late SPI are both 0.89. The lag on SPI curves are skewed to the late finish because of pending commercial resolution of the RTS pedestrian bridge scope that was terminated from the project.

February 2021 pay app onward earned values have been revised to reflect the withheld amounts and that scope will be earned as the garage is rebuilt.



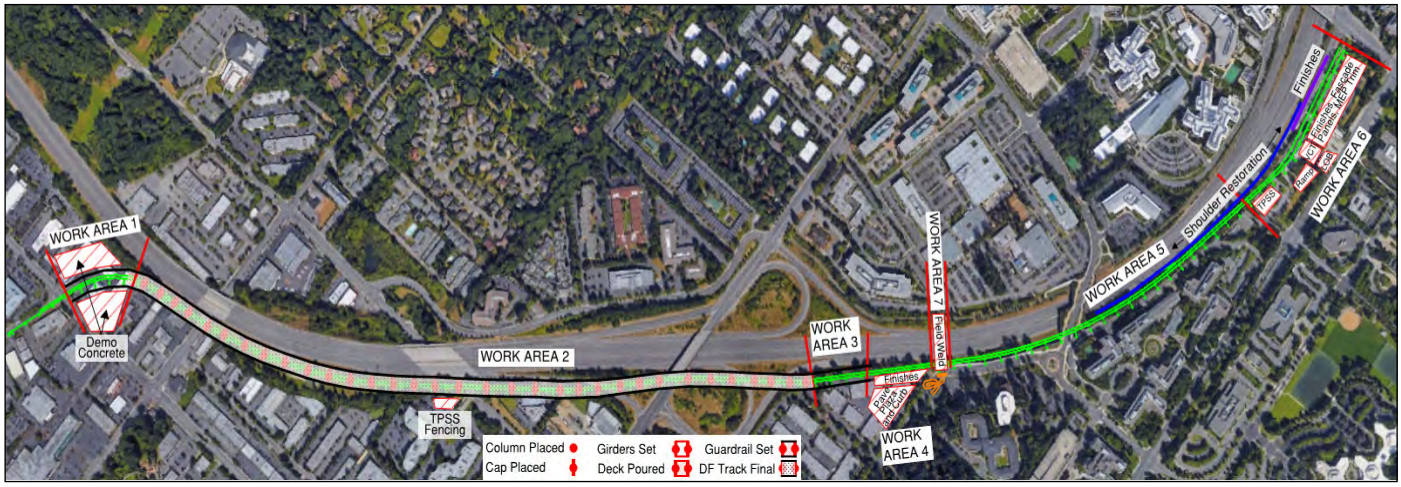
Next Period's Activities

- **WA #1:** Park Place grading
- **WA #2:** Aerial Guideway punch list work continues.
- **WA #3/4:** Punch list work/NCR Repair Work; grading OVS TOD site.
- **WA #5:** All major construction work complete.
- **WA #6:** Punch list items. RTS Garage Repair Work.
- **WA #7:** Pedestrian Bridge stair concrete placement.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill.
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb weather events.
- RTS Garage Repair.
- Milestone 3A and 3B delays.
- COVID Impacts.

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$9,473,290
Current Contract Value	$234,809,378
Total Actual Cost (Incurred to Date)	$215,903,636
Percent Complete	94.94%
Authorized Contingency	$22,533,609
Contingency Drawdown	$9,473,290
Contingency Index	2.4

Excludes Betterment

WA 6— RTS Placing Forms for Garage Footings

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

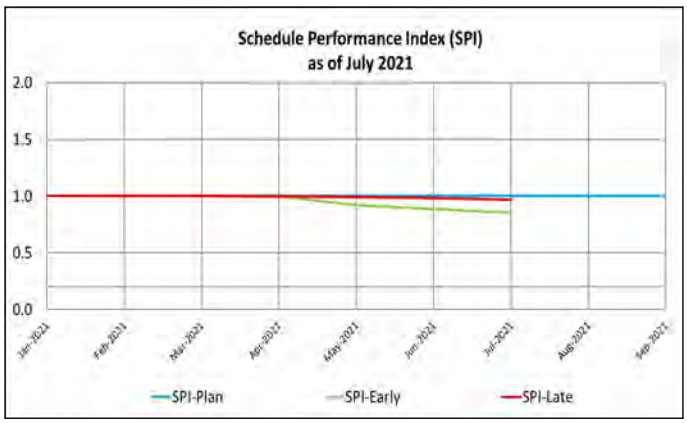
The E750 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed conduit, communication devices, and wiring at E130 and E360 civil segment.
- Installed signal equipment and pull cable at E130 civil segment and a signal house was delivered at E335 civil segment.
- Install OCS poles at E130 civil segment. Performing testing at E360 civil segment.
- Performed testing and installed equipment at E130 civil segment.

Schedule Summary

The contractor's July update is presented below. The critical path for this project is driven by OCS and signal installation. The contractor has experienced some delays in access to work areas, but negotiations are nearly finalized for acceleration to achieve substantial completion in time to meet Sound Transit's post-construction schedule.

Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	18-Jul-22
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	18-Jul-22
E750 Engineering	11-Jul-17 A	30-Mar-22
E750 Construction	12-Sep-18 A	18-Jul-22
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	18-Jul-22
E750 Project Milestones	30-Apr-21 A	23-Dec-21
E750 Access Dates	12-Mar-19 A	09-Aug-21
E750 Contract Milestones	09-Feb-20 A	18-Jul-22
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		19-Aug-21*
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		30-Mar-22*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		27-May-22*
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		18-Jul-22*
E750 SCCCRM	25-Jan-19 A	21-Oct-21
E750 OCS	14-Feb-19 A	18-Nov-21
E750 Traction Power / Substations	01-Oct-18 A	18-Nov-21
E750 Signals	12-Sep-18 A	23-Dec-21
E750 Communications	13-Nov-18 A	09-Dec-21
E750 Radio	28-Jan-19 A	18-Jul-22
E750 SCADA	24-Jan-22	17-Feb-22
E750 Trunk Fiber	19-Dec-18 A	03-Dec-21
E750 Testing and Commissioning	14-Aug-20 A	27-Jun-22



Schedule Performance Index

This period, SPI early is 0.85 and SPI late is .97. The SPI index indicates the contractor is behind early SPI and late SPI compared to the baseline schedule.

Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing.
- Ongoing installation of OCS cabling and pole installation throughout the alignment.

Closely Monitored Issues

- Monitoring conduit handover from civil to systems contractor; mitigation steps have been taken to survey all conduits and to work closely with the civil contractors to rectify the situation.
- Civil contractors are currently reporting some form of delay or partial completion on the System Access Dates.
- Contractor's labor ramp up is insufficient to meet the planned construction activities. The planned to actual labor ramp up is being monitored.
- COVID-19 impacts continue to be fluid and is being monitored.

Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	($3,328,646)
Current Contract Value	$252,439,482
Total Actual Cost (Incurred to Date)	$162,015,657
Percent Complete	67.4%
Authorized Contingency	$12,788,406
Contingency Drawdown	($3,328,646)
Contingency Index	-2.53

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents E750 Systems only.*

Install conduit at East Mercer.

Project Summary

Scope

Limits — The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment — The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and downtown Everett.

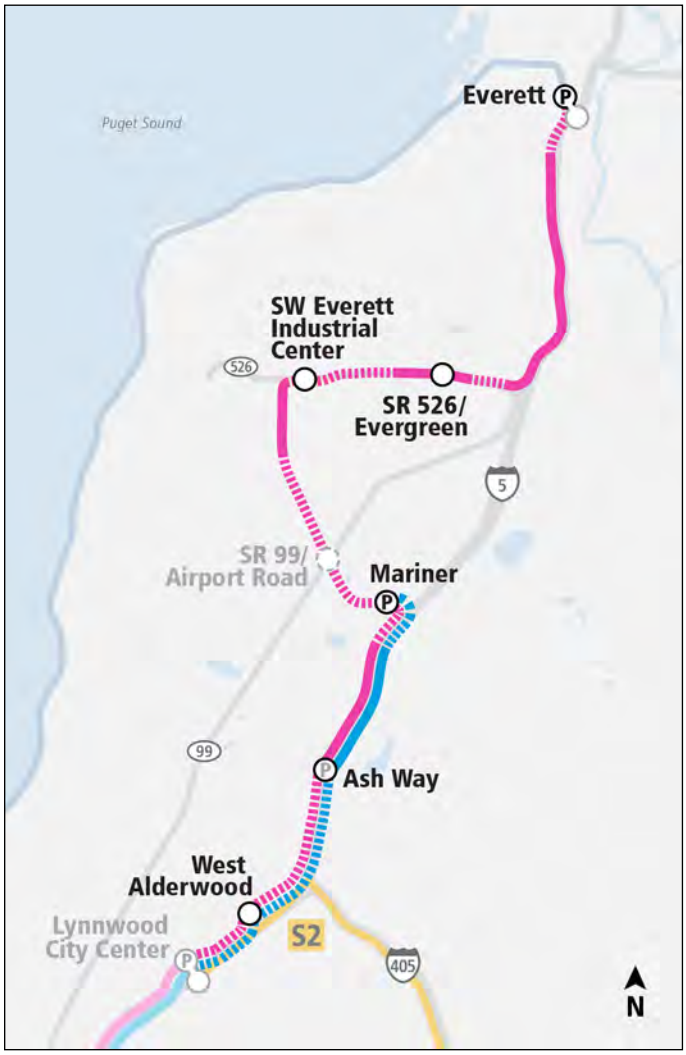
Stations — The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

Systems — Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase — Planning

Budget — $185 Million (Project Development—Phase 1 Alternatives Development)

Schedule — Revenue Service: Open for Service date will depend on Board direction from realignment process.



Map of Everett Link Extension

Key Project Activities

- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit and WSDOT regarding Alternatives Development process.
- Executed Engineering Analysis Agreement with Snohomish Public Utility District.

Project Cost Summary

The Everett Link Extension and OMF North project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In July 2021, $0.66M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$34.2	$2.3	$2.1	$34.2	$0.0
Preliminary Engineering	$125.5	$14.9	$4.4	$125.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.1	$0.1	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$11.1	$0.3	$0.1	$11.1	$0.0
Total	**$185.0**	**$18.2**	**$7.3**	**$185.0**	**$0.0**

Risk Management

The Everett Link Extension and OMF North project team has initiated a risk identification and management process. The project meets to discuss quarterly, and implements mitigation action items for risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

The most recent Quarterly Risk Review Workshop was held in June 2021. The following are the top project wide risks:

- ST3 estimate did not account for all potential capital component and programming needs.
- Unknown engineering challenges over lengthy and varied geography.
- Limitations on partner capacity may affect schedule.
- Delays in forming Community Advisory Group and Elected Leadership Group due to realignment may affect alternatives development process and schedule.
- Potential changes (e.g. additional site area) for OMF North may result in schedule and/or cost changes.
- Balancing potential programming needs/requests with system-wide needs.
- Site selection for OMF North and consensus with partners will be challenging.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. Through this period, the project has experienced six months of delay within the conceptual engineering phase of design which is associated with COVID-19 related impacts and which has the potential to delay the overall project schedule.

Revenue Service Date(s) will depend on Board direction from realignment process.

Community Engagement

- Presentation to Port of Everett Commissioners and Snohomish County Airport Commission on North Corridor.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to close as the project work for 2021 occurs.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	9.0	(9.5)
Consultants	34.0	16.2	(17.8)
TOTAL	52.5	25.2	(27.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Project Summary

Scope

Limits — The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.

Alignment — The extension generally parallels SR 99 and I-5 freeway.

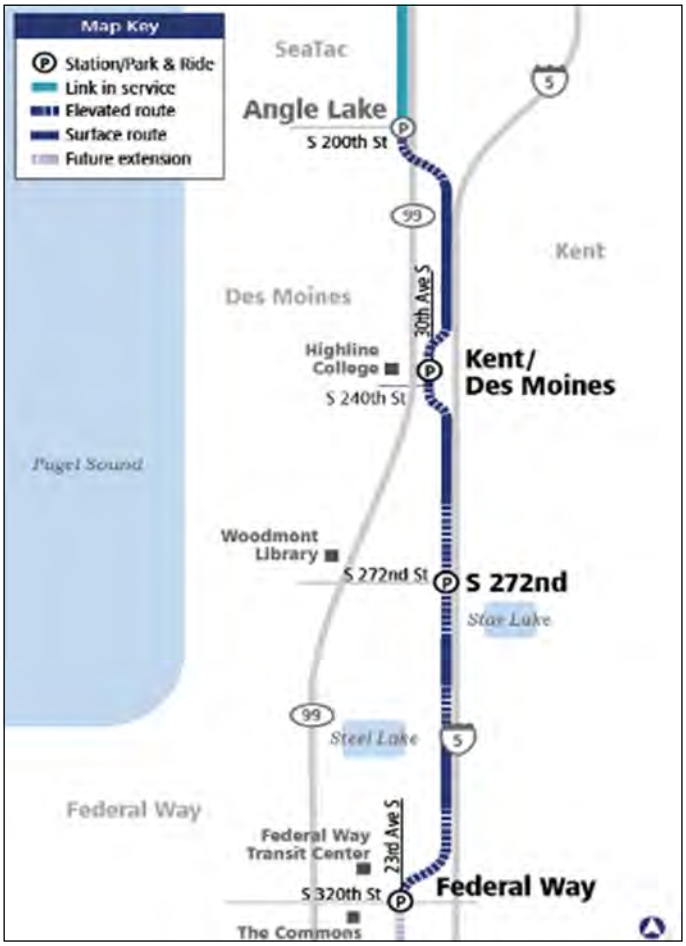
Stations — Station and garages at Kent/Des Moines, South 272nd Star Lake Park-and-Ride and the Federal Way Transit Center

Systems — Signals, traction power, and communications (SCADA)

Phase — Final Design/Construction

Budget — $2.451 Billion (ST Baseline Sep 2018)

Schedule — Revenue Service: December 2024



Map of Federal Way Link Extension.

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of FWLE section.
- DB Contractor and Sound Transit are working together on a potential long-span bridge solution and an at-grade retained cut solution to accommodate the liquefaction zone at Structure C.
- Stair installation and corresponding resident relocations were completed at FL 189 property this period.
- PSE is borings crossing under I-5 for PSE utility relocation work on WSDOT ROW were approved and issued. 221st boring is under construction, 259th and 304th borings construction to follow after 221st is completed.
- Project team has addressed PMOC's recommendations. Need FWLE Leadership and Executive Management review prior to sending back to FTA/PMOC.
- Project team continued coordinating utility relocations that are necessary to avoid conflicts with Kiewit's deep foundation drilled shaft work.
- Quantitative Risk Assessment final report under review by FWLE management.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $32.9M was incurred this period of which $0.4M incurred was for Right-of-Way; $1.9M incurred for Construction Services; $29.6M for Construction phase comprised mainly of $29.2M for F200 Design Build construction contract and $0.4M for Utility Relocation by Others. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect $2.45B.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$33.6	$33.6	$96.5	$0.0
Preliminary Engineering	$46.5	$49.0	$45.5	$45.1	$49.0	$0.0
Final Design	$3.1	$3.1	$1.3	$1.1	$3.1	$0.0
Construction Services	$107.0	$107.0	$97.2	$40.1	$107.0	$0.0
3rd Party Agreements	$27.7	$27.7	$24.9	$11.7	$27.7	($0.0)
Construction	$1,831.9	$1,829.4	$1,396.0	$505.4	$1,829.4	$0.0
ROW	$338.8	$338.8	$206.7	$204.5	$338.8	$0.0
Total	**$2,451.5**	**$2,451.5**	**$1,805.2**	**$841.3**	**$2,451.5**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$451.1	$393.5	$120.0	$513.4	($62.4)
20 Stations	$318.9	$297.7	$295.2	$81.0	$333.7	($36.0)
30 Support Facilities	$5.3	$11.8	$11.5	$3.5	$5.1	$6.7
40 Sitework & Special Conditions	$558.4	$489.5	$466.6	$168.2	$649.0	($57.5)
50 Systems	$153.8	$170.4	$115.5	$35.3	$150.8	$19.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,420.4**	**$1,282.2**	**$407.9**	**$1,651.9**	**($129.5)**
60 Row, Land	$341.6	$338.8	$206.7	$204.5	$338.8	$0.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$514.4	$316.4	$228.9	$294.1	$120.6
90 Unallocated Contingency	$178.1	$176.3	$0.0	$0.0	$165.1	$8.9
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$1,805.2**	**$841.3**	**$2,451.5**	**$0.0**

Note: The tables above represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

Contingency Management

The Federal Way Link Extension project budget was baselined in September 2018 with a total contingency of $549.9M. The current contingency balance is $425.7M.

Design Allowance (DA) has been used and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC decreased by $52M based on F200 executed COs and notably the FWTC CO for $48M.

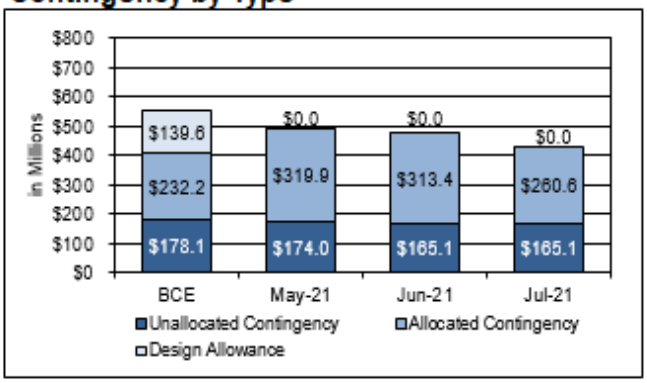
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC has remained unchanged.

Contingency Status (Monthly)

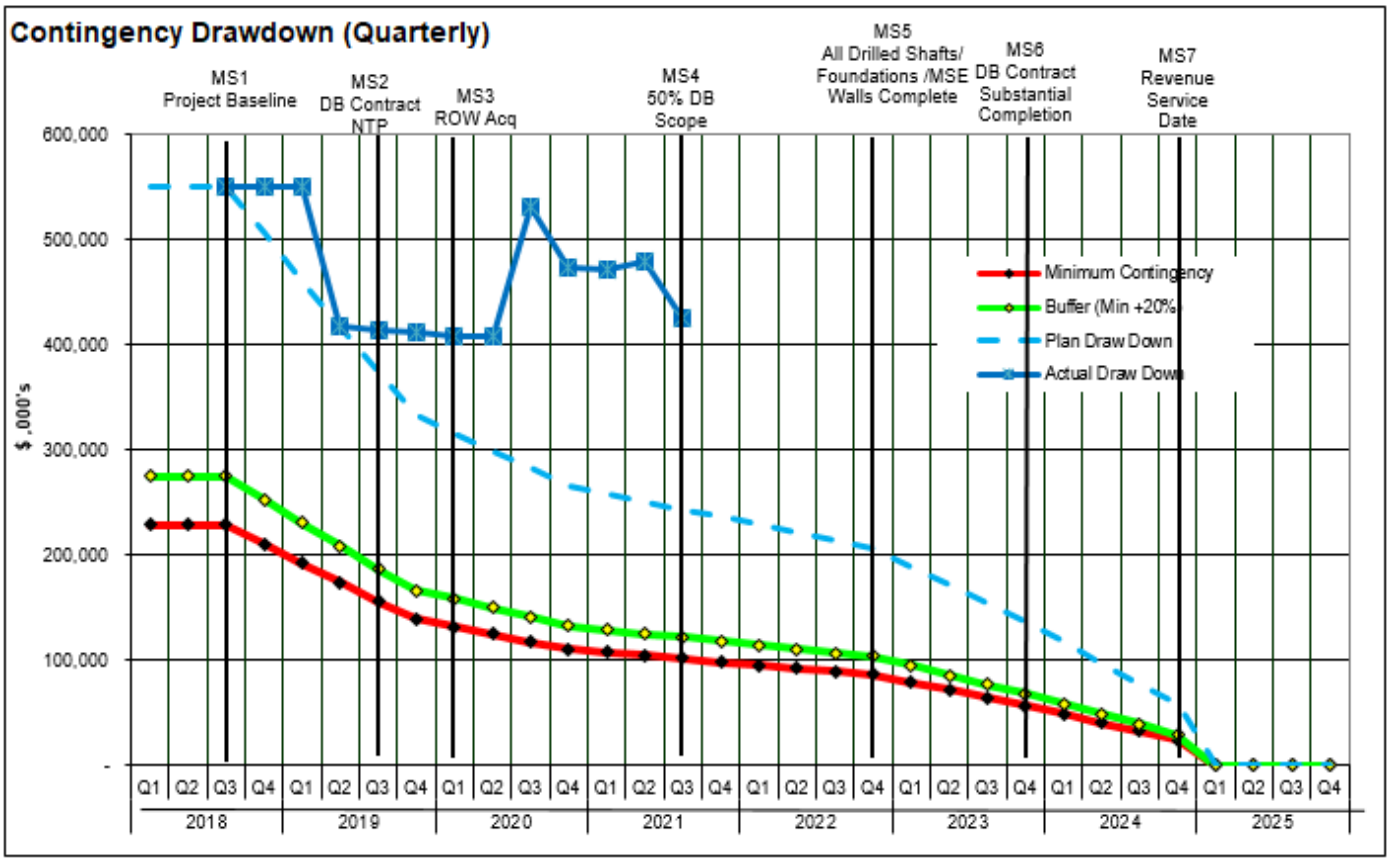
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$260.6	16.2%
Unallocated Contingency	$178.1	7.3%	$165.1	10.3%
Total:	**$549.9**	**22.4%**	**$425.7**	**26.4%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks. The final report of the QRA Workshop from June is pending.

Below are the top project risks:

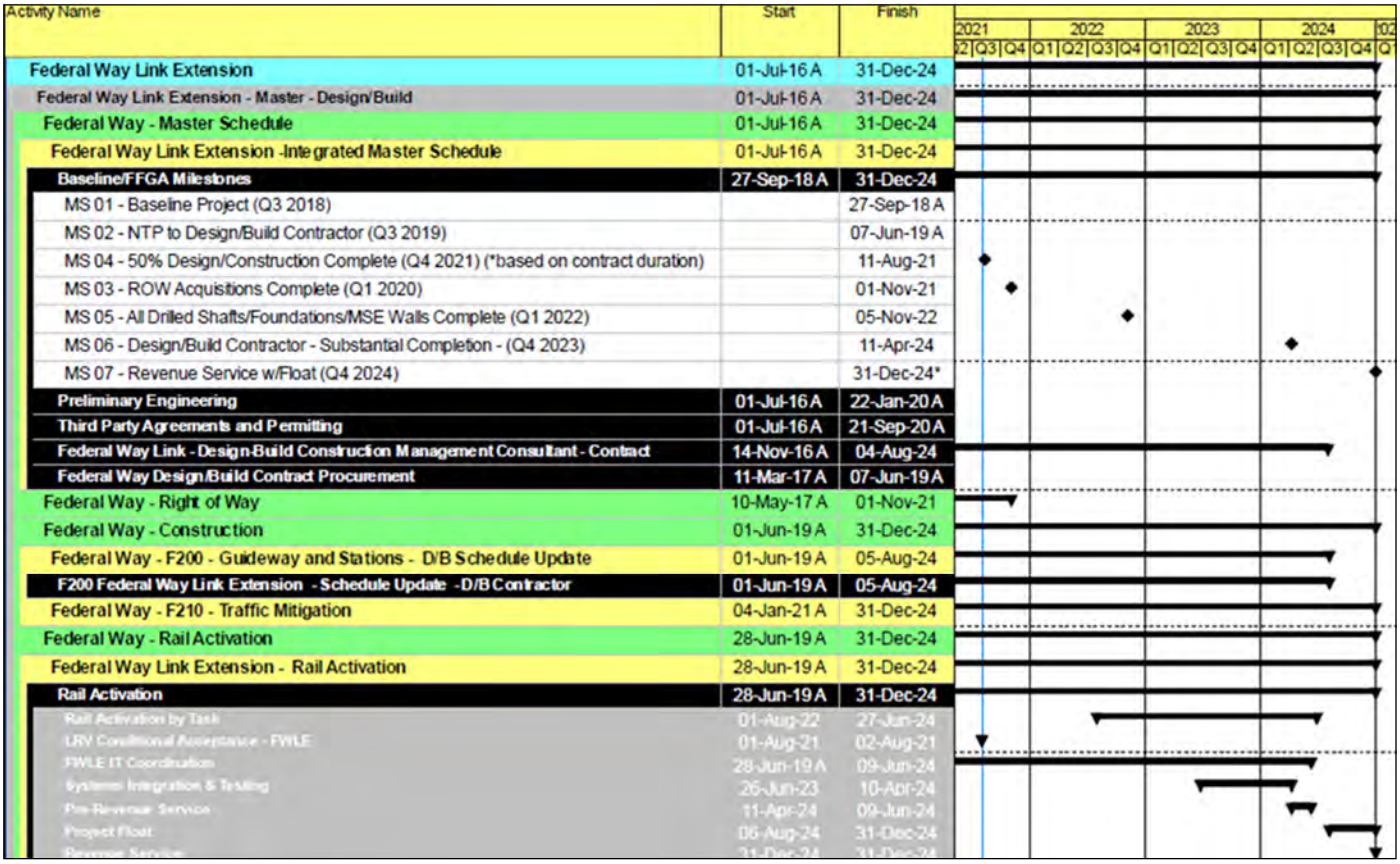
- Liquefaction zone identified at Structure C could require an alternate design impacting cost & schedule.
- Sanding program and LRV storage requirements impacting permit issuance.
- Design and construction change requests are not implemented in a timely manner, causing cost and schedule impacts, and/or are implemented in a manner that deviates from Operational requirements and reliability standards.
- Known third party utility relocations (Century Link, Comcast, Lumen etc.) may not occur as scheduled potentially delaying construction and increasing construction costs.
- Final commissioning overlap for DRLE, LLE, and FWLE may constrain resources and result in delays to Final Acceptance.
- System adequacy for traction power design may trigger mitigation steps (Load Flow Analysis).
- Siding track construction delays impacting LRV storage capacity and timing
- PSE may request reimbursement to upgrade their electrical grid outside of known scope.
- PSE easements may cause delays.
- Requirements for facility and/or systems modifications by AHJs and ST.

Run Storm Drainage Install

Saw Cutting at 23rd PSE

Project Schedule

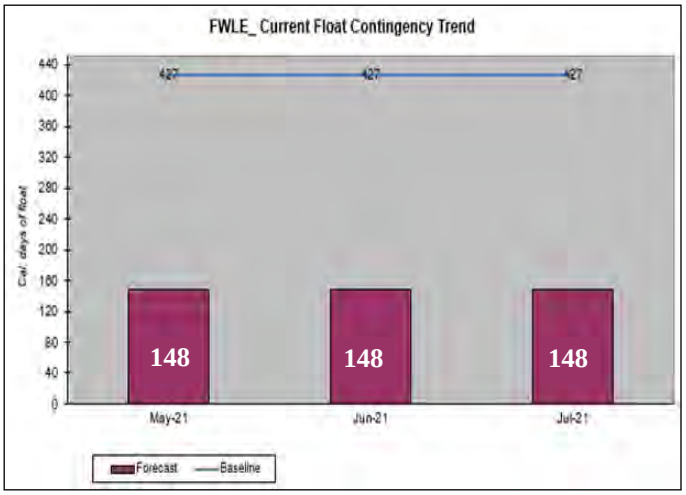
The project schedule is presented below. Right-of-Way acquisitions are nearly complete. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. Construction NTP was issued in early May 2020. FWTC re-design change order was approved by the ST Board in April. ST project float contingency was reduced to 148 days now that FWTC CO is endorsed. Revenue Service remains on schedule for Q4 2024.



Activity Name	Start	Finish
Federal Way Link Extension	01-Jul-16 A	31-Dec-24
Federal Way Link Extension - Master - Design/Build	01-Jul-16 A	31-Dec-24
Federal Way - Master Schedule	01-Jul-16 A	31-Dec-24
Federal Way Link Extension -Integrated Master Schedule	01-Jul-16 A	31-Dec-24
Baseline/FFGA Milestones	27-Sep-18 A	31-Dec-24
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		11-Aug-21
MS 03 - ROW Acquisitions Complete (Q1 2020)		01-Nov-21
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		05-Nov-22
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		11-Apr-24
MS 07 - Revenue Service w/Float (Q4 2024)		31-Dec-24*
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	01-Nov-21
Federal Way - Construction	01-Jun-19 A	31-Dec-24
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	05-Aug-24
F200 Federal Way Link Extension - Schedule Update -D/B Contractor	01-Jun-19 A	05-Aug-24
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	31-Dec-24
Federal Way - Rail Activation	28-Jun-19 A	31-Dec-24
Federal Way Link Extension - Rail Activation	28-Jun-19 A	31-Dec-24
Rail Activation	28-Jun-19 A	31-Dec-24
Rail Activation by Task	01-Aug-22	27-Jun-24
LRV Conditional Acceptance - FWLE	01-Aug-21	02-Aug-21
FWLE IT Coordination	28-Jun-19 A	09-Jun-24
Systems Integration & Testing	26-Jun-23	10-Apr-24
Pre-Revenue Service	11-Apr-24	09-Jun-24
Project Float	06-Aug-24	31-Dec-24
Revenue Service	31-Dec-24	31-Dec-24

Project Float

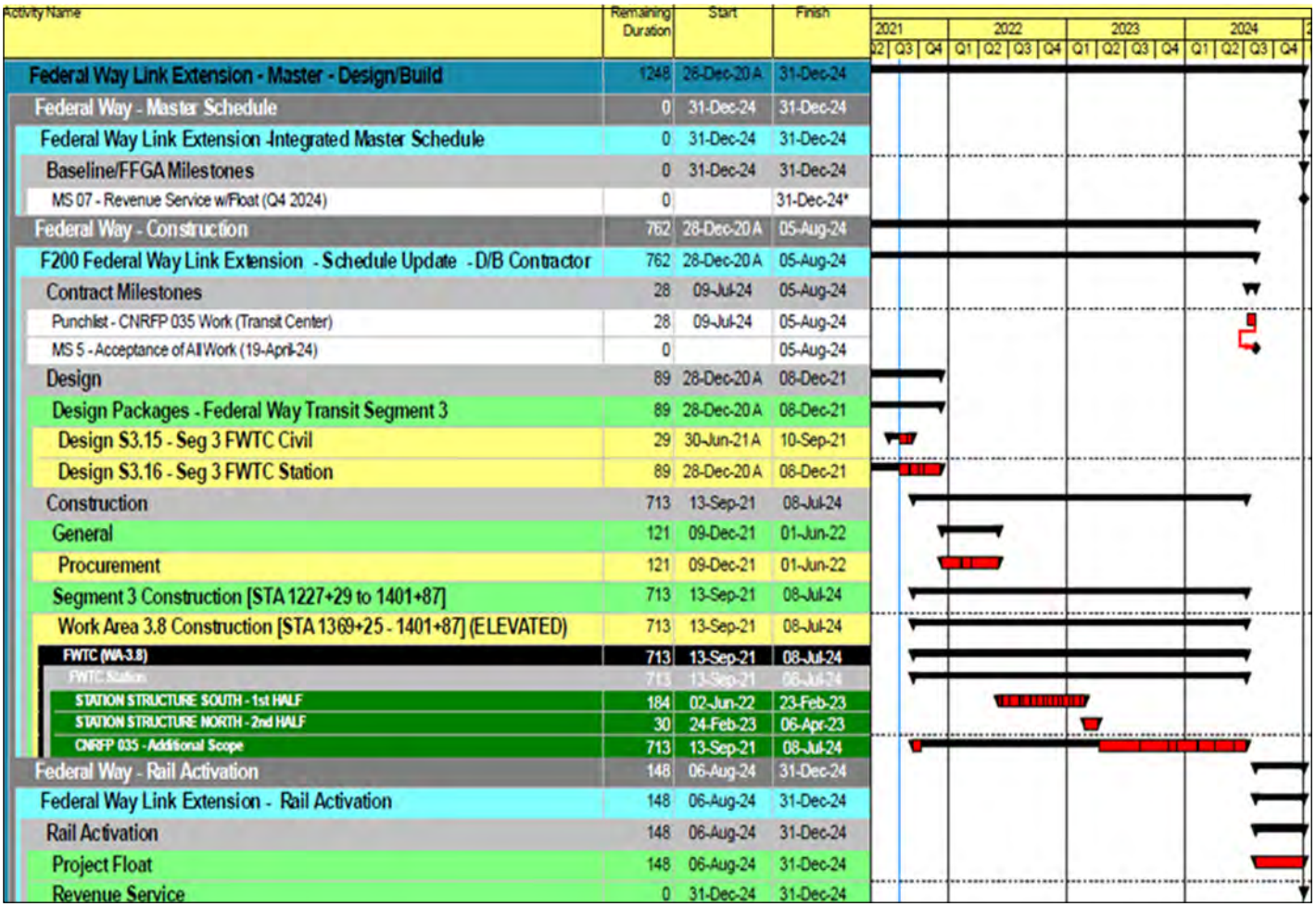
Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 148 calendar days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024. Schedule pressure from CO 054 (FWTC), ST design revisions for FWTC, required the reduction of project float contingency by 108 calendar days and the use of all 30 days of owner controlled float in the F200 contract.



Critical Path Analysis

The critical path to Revenue Service commences with FWTC design, structural procurement and steel erection at FWTC station. The change order for FWTC redesign has been incorporated in the schedule and was approved by ST Board in April. Negotiations were completed and was signed by both parties in July. Kiewit is showing F200 Milestone #5 Final Acceptance as August 5, 2024 for completion of the project.

A secondary critical path that is being monitored closely is the KDM station platform concrete installation to FWTC station platform concrete installation. This work is near critical due to limited crew availability from the contractor. The schedule update for July 2021 is currently under review. We will continue to work with Kiewit regarding additional detail in the schedule.



Activity Name	Remaining Duration	Start	Finish
Federal Way Link Extension - Master - Design/Build	1248	28-Dec-20 A	31-Dec-24
Federal Way - Master Schedule	0	31-Dec-24	31-Dec-24
Federal Way Link Extension -Integrated Master Schedule	0	31-Dec-24	31-Dec-24
Baseline/FFGA Milestones	0	31-Dec-24	31-Dec-24
MS 07 - Revenue Service w/Float (Q4 2024)	0		31-Dec-24*
Federal Way - Construction	762	28-Dec-20 A	05-Aug-24
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	762	28-Dec-20 A	05-Aug-24
Contract Milestones	28	09-Jul-24	05-Aug-24
Punchlist - CNRFP 035 Work (Transit Center)	28	09-Jul-24	05-Aug-24
MS 5 - Acceptance of All Work (19-April-24)	0		05-Aug-24
Design	89	28-Dec-20 A	08-Dec-21
Design Packages - Federal Way Transit Segment 3	89	28-Dec-20 A	08-Dec-21
Design S3.15 - Seg 3 FWTC Civil	29	30-Jun-21 A	10-Sep-21
Design S3.16 - Seg 3 FWTC Station	89	28-Dec-20 A	08-Dec-21
Construction	713	13-Sep-21	08-Jul-24
General	121	09-Dec-21	01-Jun-22
Procurement	121	09-Dec-21	01-Jun-22
Segment 3 Construction [STA 1227+29 to 1401+87]	713	13-Sep-21	08-Jul-24
Work Area 3.8 Construction [STA 1369+25 - 1401+87] (ELEVATED)	713	13-Sep-21	08-Jul-24
FWTC (WA 3.8)	713	13-Sep-21	08-Jul-24
FWTC Station	713	13-Sep-21	08-Jul-24
STATION STRUCTURE SOUTH - 1st HALF	184	02-Jun-22	23-Feb-23
STATION STRUCTURE NORTH - 2nd HALF	30	24-Feb-23	06-Apr-23
CNRFP 035 - Additional Scope	713	13-Sep-21	08-Jul-24
Federal Way - Rail Activation	148	06-Aug-24	31-Dec-24
Federal Way Link Extension - Rail Activation	148	06-Aug-24	31-Dec-24
Rail Activation	148	06-Aug-24	31-Dec-24
Project Float	148	06-Aug-24	31-Dec-24
Revenue Service	0	31-Dec-24	31-Dec-24

Right-of-Way

Acquisitions for a range of property interests, includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The ROW status for this period is summarized in below table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
257	353	341	310	441	432
** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*					

Terminology: Total Acquisitions is defined as only parcels (recognizing only land not owners). Board Approved based on parcels and properties (multi-unit acquisitions). Relocation numbers are the number of affected individuals.

Community Engagement

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Conducted outreach at the Federal Way Farmers Market on July 24.
- Youth safety event held at Camelot Square Mobile Home Park on July 26.
- Extensive outreach across SeaTac and Des Moines for the closure of the S 216th bridge.
- Planned filming of youth safety video for Mark Twain Elementary/Federal Way Public Schools.
- Continued enrollment and promotion of Loyal to the Local businesses along the alignment.
- Met with various property owners and local businesses to address concerns about future project impacts.

Girders spanning over S 208th in SeaTac

Community Engagement team at Camelot youth safety event

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall the project FTE is 12.0 above the staffing plan for this period. DBPM Services is over plan as they address Design-Build contractor activities of five weeks duration for change management, design and major construction oversight that involves drill shafts, demo, utility relocations and various civil site work throughout the alignment. ST staffing is trending approximately 14.8 under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	29.1	(14.8)
Consultants	57.3	84.1	26.8
TOTAL	101.2	113.2	12.0
** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	2
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	4	7
Reported Near Mishaps	2	3	5
Average Number of Employees on Worksite	420	-	-
Total # of Hours (GC & Subs)	53,620	315,807	536,739
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	3.73	1.27	0.75
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	**2.8**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

F200 Design Build Contract

Current Progress

Status at the close of July 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, completed 37 of 46 design packages and 14 of 17 final specification packages. A review of the baseline schedule for design delivery identified 5 late items: 3 design packages and 2 specification packages. Civil clear & grub is nearing completion and guideway structures are in progress. SR99 Bridge construction, KDM Garage construction, 216th Undercrossing, and Mark Twain Seasonal showed significant construction.

Design:

- During the month, 17 RFIs, 67 Shop drawings, and 38 FDC/NDCs were received.
- Load Flow Analysis (LFA) for the traction power system Task Force meetings were ongoing throughout July.
- Structure C 30% Long Span Bridge design under reviewed and returned. Structure C soil liquefaction task force meetings were ongoing. Other options were also under consideration.
- FWTC Early foundations and the End-of-Line Facility designs under review.

Construction:

- Guideway structures % completeness (all Segments): Drilled shafts = 70%, Columns = 63%, and Caps and Straddles = 49%, Girder erection = 24%.
- SR99 Bridge effort included: columns, and utility relocations. Review of multiple NCRs for shafts.
- KDM Garage activities include: L1-L2 ramp slab pour, sections of L2 deck pour, and L2 columns.
- 216th Undercrossing construction started (5 week effort): excavation, formwork, rebar.
- Midway landfill: geomembrane installation, wall construction, drainage lines, and backfill.
- Mark Twain: mass excavation, drainage, portable area prep.
- FWTC and EOL: auger cast pile installation.

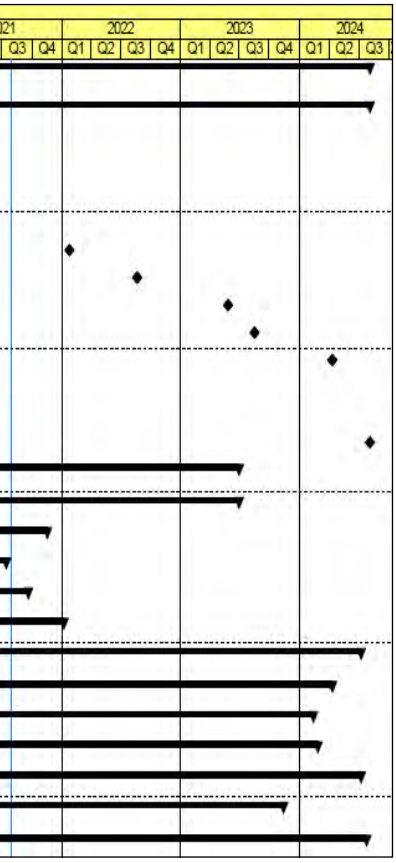
WA3.3 MSE Wall L1250 Continued

WA1.2 Mass Excavation at 216th St. S.

Schedule Summary

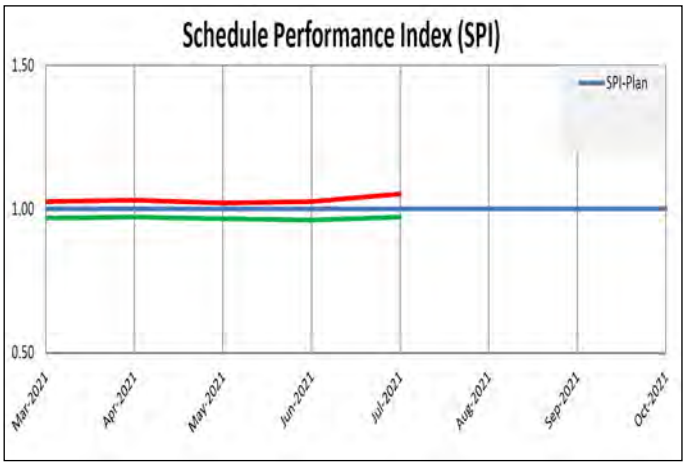
The progress schedule for July 2021 is currently under review and is shown below. Construction NTP was issued in May 2020. All contract milestones are currently being met. Federal Way Transit Center redesign change order was accepted by the ST Board in April which has moved Milestone #5 Final Acceptance to August 5, 2024. ST will continues to work with Kiewit regarding ongoing schedule impacts.

Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	05-Aug-24
Contract Milestones	07-Jun-19 A	05-Aug-24
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		25-Jan-22*
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		19-Aug-22*
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		26-May-23*
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		15-Aug-23*
Substantial Completion		10-Apr-24
60-Day Pre-Revenue Operations	11-Apr-24	09-Jun-24
30-Day Sound Transit–Controlled Float	10-Jun-24	10-Jun-24
MS 5 - Acceptance of All Work (19-April-24)		05-Aug-24
Design	07-Jun-19 A	30-Jun-23
Design Milestones	07-Jun-19 A	30-Jun-23
Corridor Wide	07-Jun-19 A	18-Nov-21
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	20-Sep-21
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	07-Jan-22
Construction	01-Jun-19 A	08-Jul-24
General	01-Jun-19 A	10-Apr-24
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	13-Feb-24
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	27-Feb-24
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	08-Jul-24
Provisional Sums	01-Dec-19 A	11-Nov-23
Change Orders	01-Jul-19 A	24-Jul-24



Schedule Performance Index

For the July period, the Early SPI is 0.97 and Late SPI is 1.05 (previously: 0.91 and 1.08, respectively). July's actuals were in between the Early and Late date planned value for the period. Although the Early SPI is less than 1.0, compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit continues to remain within acceptable performance tolerances for cumulative early and late curves.



Next Period's Activities

Design:

- Continue effort on FDC/NDC, RFIs, product data submittals and shop drawings.
- Load Flow Analysis submittal expected.
- CW.02 90/100% Systems Standards Package submittal expected.
- CW.07 IFC Non-station Landscaping package expected.
- Mark Twain Landscaping package expected.
- FWTC Station, Garage, and Layover Lot designs and MOT to progress to 90/100%.
- Structure C soil liquefaction: Ongoing review and narrow design solution.

Construction:

- Guideway substructure and superstructure construction continues (all segments). Extensive superstructure (deck and diaphragms) construction in work area 1.3.
- 216th Undercrossing work scheduled to finish on 8/22.
- SR99 Bridge: Soldier piles, lagging, columns, wall formwork, and pier cap forms. and dewatering wells.
- KDM Garage: finish pouring deck L2 and ramp, start on L2-L3 ramp. Electrical rough in continued.
- Midway landfill: geomembrane installation, wall construction (includes MSE, and Noise Wall), and prep for Soil Nail walls.
- Star Lake: excavate for garage, mobilization for footings at the station.
- Mark Twain: level pads, waterline and sewer relocate, portable foundations and electrical service prep.

Closely Monitored Issues

- Load flow analysis (LFA)
- Structure C soil liquefaction
- Siding Track

SBE/DBE Participation: As of the June 2021 performance period, SBE participation is currently 9.25%, but remains below the contract goal of 15%. DBE participation is at 6.72% (of the 5% contract goal).

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$132,078,964
Current Contract Value	$1,417,278,964
Total Actual Cost (Incurred to Date)	$494,487,912
Percent Complete	37.31%
Authorized Contingency + Add'l Ctg	$248,297,519
Contingency Drawdown	($132,078,964)
Contingency Index	**0.70**

WA1.1B SR99 Bridge Grouting Pier 3

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF); The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget $252.7 Million (Re-Baselined June 2020)

Schedule Revenue Service: May 2022

Map of Hilltop Tacoma Link Extension.

Key Project Activities

Final Design: Design consultant continued design services during construction scope including review of construction contractor submittals and responded to requests for information.

Construction: July construction activities were performed in accordance with contractor COVID-19 safety training and protocols.

- **Heading 1**: Poured 250 lf of outbound track slab on Commerce St. south of S. 7th St. Began grading inbound track slab between S. 7th and S. 9th St. Drilled shafts for Old City Hall Station canopy and installed ductbank, vaults and handholds. Graded for HMA on west side of Commerce St. Began welding inbound rail on Stadium Way through the Division Ave. intersection.
- **Heading 2**: No work occurred this period.
- **Heading 3:** Completed below ground and began above ground signal installations at intersection of MLK and 6th Ave. Completed above ground traffic signal installation at MLK and S. 11th. Poured curb and gutter and ADA ramps and graded for paving on inbound side from S. 16th to S. 13th.
- **OMF: E. 25th St –** Formed and poured track slab and block out on E. 25th St. east of the cutover. Formed and poured curb, gutter and sidewalk on E. 25th St. **Yard –** Sacked and patched retaining wall and wash bay walls. Installed OCS wire. Continued building the multipurpose (paint booth) building. **Interior –** Installed interior signage and office furniture. Continued OMF building testing and commissioning. Installed OCS wire in shop.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $8.2M was incurred, of this $0.8M was incurred for Vehicle procurement & inspection services; $6.6M for Construction phase comprised mainly of $6.5M for T100 construction contract and $0.1M for Startup activities. Remaining expenditures reside in Construction Services, Final Design and Administration.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$21.7	$16.9	$16.7	$21.7	$0.0
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$14.1	$13.7	$13.5	$14.1	$0.0
Construction Services	$12.4	$10.4	$10.2	$12.4	$0.0
3rd Party Agreements	$1.5	$1.3	$1.0	$1.5	$0.0
Construction	$162.0	$136.7	$121.8	$162.0	$0.0
Vehicles	$33.4	$31.9	$7.7	$33.4	($0.0)
ROW	$2.2	$2.2	$1.9	$2.2	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$252.7**	**$218.6**	**$178.3**	**$252.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	$31.0	$26.2	$23.3	$31.0	$0.0
20 Stations	$3.5	$2.9	$2.6	$3.5	($0.0)
30 Support Facilities	$41.2	$34.7	$30.9	$41.2	($0.0)
40 Sitework & Special Conditions	$51.7	$43.7	$38.9	$51.8	$0.1
50 Systems	$34.6	$29.1	$26.0	$34.6	($0.0)
Construction Subtotal (10 - 50)	**$161.9**	**$136.7**	**$121.8**	**$162.0**	**($0.1)**
60 Row, Land	$2.0	$2.2	$1.9	$2.2	$0.2
70 Vehicles (non-revenue)	$33.1	$31.9	$7.7	$33.4	$0.3
80 Professional Services	$53.8	$47.8	$46.9	$55.2	$1.4
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	($2.0)
Total (10 - 90)	**$252.7**	**$218.6**	**$178.3**	**$252.7**	**$0.0**

Contingency Management

Hilltop Tacoma Link Extension was baselined on September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC to address the Procurement of the Tacoma LRV and T100 Construction contracts, Design Services During Construction contract, and various construction change orders. The baseline contingency levels were insufficient and required an additional $35.4M that was approved by the ST Board in June 2020.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0M, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately $0.6M due to executed change orders for T100 contract. Current balance is to $24.6M.

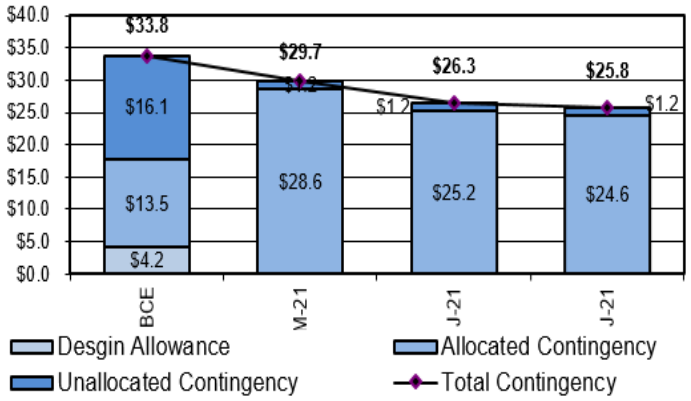
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains unchanged this period.

Contingency Status (Monthly)

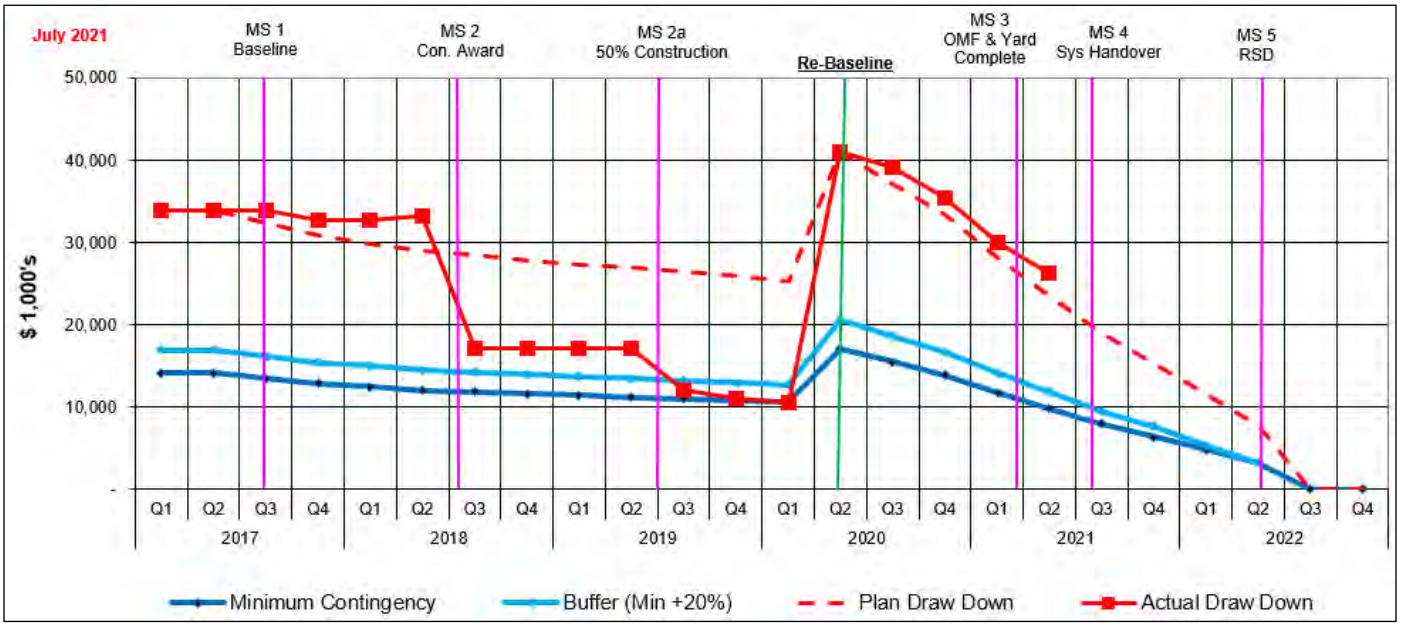
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$24.6	33.1%
Unallocated Contingency	$16.1	8.2%	$1.2	1.6%
Total	**$33.8**	**17.2%**	**$25.8**	**34.6%**

Table figures are shown in millions.

Contingency by Type Histogram ($ Millions)



Contingency Drawdown (Quarterly)



Risk Management

The Hilltop Tacoma Link Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks, taking mitigation actions for known risks identified on the risk register, and effectively responding in a timely manner to those risks that pose a significant impact to the project cost or schedule forecast.

Below are the top risk from most recent risk register meeting.

- The T100 contractor may submit a cumulative impact claim to ST.
- Third party coordination required for submittal, RFI responses and design reviews may delay construction work progress.
- LRV testing complications may occur after delivery.
- LRV Procurement Schedule - Sufficient time must be allowed for the manufacturer to deliver the cars, otherwise testing and opening of the expansion could be delayed. Current OMF can store 1 LRVs for delivery.
- Inadequate schedule contingency (float) may result in project finishing later than anticipated
- Cutovers - Contractor planning and implementation from existing alignment to new alignment at 9th & Commerce St. switch may negatively impacts Operations.
- Work zone constraints due to traffic control for associated utility work considerations and impacts to stakeholder require additional Contractor resources.
- Construction Modifications - ADA curb ramp. Request by City of Tacoma for adjustments to approved design and/or rework of contract compliant constructed ADA curb ramps due City discretionary inspection.
- ST internal resources (System Integration Testing) may be constrained if schedule slip or does not align with other ST projects needing SMEs and other SIT staff to perform testing.
- Roadway modifications for curb and gutter, may require additional resources for City of Tacoma new curb and gutter standards that conflict with T100 contract.

Project Schedule

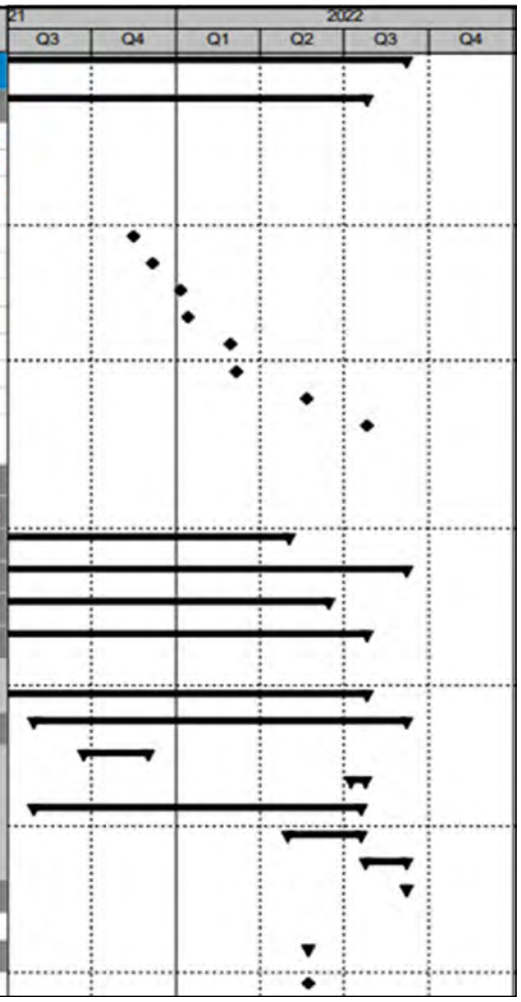
The Master Schedule has been updated through the end of July 2021. Overall physical percent complete remains unchanged at 82%.

LRV: Forecast delivery of the first car arriving in late Q4 2021 and last car in Q1 2022. The car builder's schedule forecasts three of five cars will be delivered and conditional accepted to support pre-revenue service startup.

T100: Preliminary results of our recent QRA indicate delays to revenue service unless immediate mitigations are implemented.

Contractor submitted a recovery schedule which was reviewed by ST. The schedule submitted includes additional contractor resource allocation but involves further discussion regarding cost.

Activity Name	Start	Finish
HTLE - July 2021 Update	02-Feb-15 A	07-Sep-22
Project Milestones	28-Sep-17 A	26-Jul-22
MS-01 - Project Baseline		28-Sep-17 A
MS-02 - Construction Contract Award		27-Aug-18 A
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehicle Locator		21-Nov-18 A
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		16-Nov-21*
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		06-Dec-21
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		05-Jan-22
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		13-Jan-22*
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		01-Mar-22
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		07-Mar-22
MS-05 Revenue Service Date		23-May-22*
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		26-Jul-22
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A
Final Design	04-Jan-16 A	31-May-18 A
ROW & Third Parties	01-Oct-15 A	03-May-22
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	07-Sep-22
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-Jun-22
Construction	23-Jan-18 A	27-Jul-22
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A
T100 Hilltop Jul21 Update Final	31-May-18 A	27-Jul-22
SIT / Pre-Revenue Testing	30-Jul-21	07-Sep-22
SIT Yard Tests	23-Sep-21	02-Dec-21
SIT Clearance and Civil Interfaces	08-Jul-22	24-Jul-22
SIT Traction Power	30-Jul-21	19-Jul-22
SIT Train Control	02-May-22	19-Jul-22
Pre-Revenue Service	24-Jul-22	07-Sep-22
Project Float - Owner Controlled	07-Sep-22	07-Sep-22
Project Float - Baseline Project Float (None Remaining)	07-Sep-22*	07-Sep-22
Revenue Service	23-May-22	23-May-22
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*

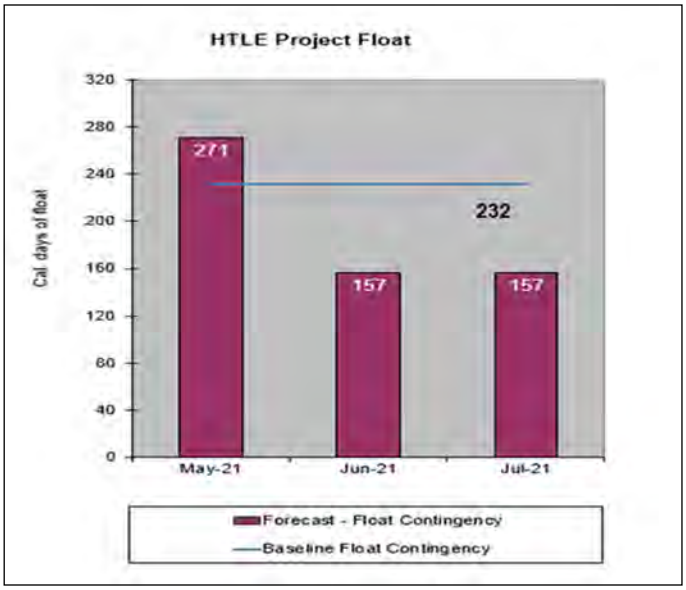


Project Float

Hilltop Tacoma Link Extension baseline schedule included 232 days of project float in the schedule in order to achieve Revenue Service on May 23, 2022.

Current HTLE Master schedule forecasts that all the remaining project float of 157 days will be needed in order in order to maintain Revenue Service Date.

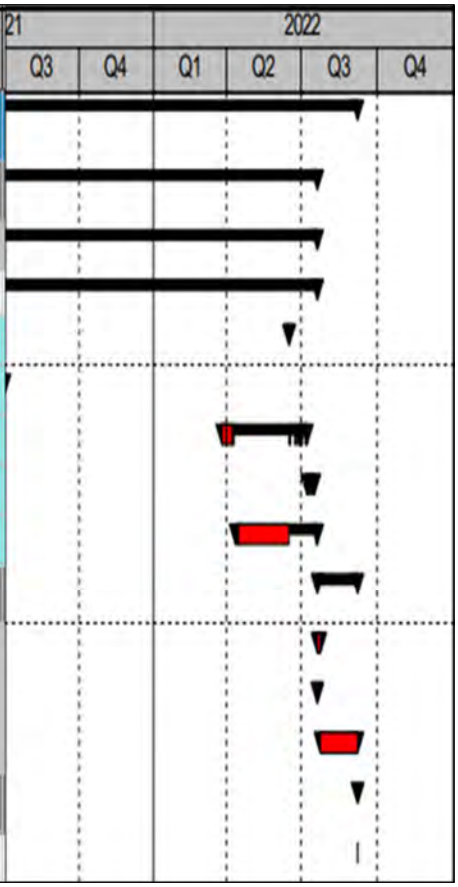
Staff continue to assess time impacts related to change orders.



Critical Path Analysis

The analysis for July 2021 shows the main critical path for the T100 contract in the OCS Wire Runs Registration; Job Wide ITS testing and Testing and Commissioning, 9th Commerce intersection work in Heading 1 before pre-revenue service begins. LRV deliveries and conditional acceptance are near critical activities which could influence the completion of pre-revenue service tests. Current forecast completion is Q3 2022 which represents a delay to May 2022 Revenue Service date. ST and contractor continue to identify to mitigations to address schedule impacts.

Activity Name	Start	Finish
HTLE - July 2021 Update	17-Apr-20 A	07-Sep-22
Construction	17-Apr-20 A	19-Jul-22
T100 Hilltop Jul21 Update Final	17-Apr-20 A	19-Jul-22
Tacoma Links Baseline Schedule	17-Apr-20 A	19-Jul-22
Milestones	16-Jun-22	16-Jun-22
PreConstruction	17-Apr-20 A	02-Jul-21
Heading 1: 7th & Commerce to Stadium Way & Division	25-Mar-22	06-Jul-22
OCS Wire Runs	07-Jul-22	15-Jul-22
Testing & Commisioning	11-Apr-22	19-Jul-22
SIT / Pre-Revenue Testing	19-Jul-22	07-Sep-22
SIT Clearance and Civil Interfaces	19-Jul-22	24-Jul-22
SIT Traction Power	19-Jul-22	19-Jul-22
Pre-Revenue Service	24-Jul-22	07-Sep-22
Project Float - Owner Controlled	07-Sep-22	07-Sep-22
Project Float - Baseline Project Float (None Remaining)	07-Sep-22*	07-Sep-22



Right-of-Way

The Hilltop Tacoma Link Operations and Maintenance Facility will expand to the east and five new vehicles will be purchased. The Right-of -Way effort for this project involved the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions resulted in owner and tenant residential and commercial relocations. The following table summarizes the right-of-way program status for this period. All project property acquisitions are complete.

Tacoma Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
20	20	20	20	1	1
** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*					

Community Engagement

- Produced and distributed notification to Stadium stakeholders about track installation starting in the Division Avenue and Stadium Way intersection. Including coordination with Stadium High School principal and surrounding residents on access.
- Produced and distributed notification to Hilltop businesses and residents about the start of the overhead wire run on MLK Jr. Way from S. 19th St. to S. 15th St., the curb and gutter work advancing in two areas on MLK Jr. Way.
- Coordinated with the City, contractor and community on construction during the Hilltop Summer Splash. This event will close MLK Jr. Way between S. 9th St. and S. 14th St. on Aug. 21.
- Updated Commerce St. stakeholders about the progress of work, traffic conditions and access. Coordinated with the contractor and businesses to remove a garden and fencing and to provide alternate parking.
- Informed E. 25th St. businesses that the cutover work was completed on July 1, and continued to update them on the status of track, curb, gutter and sidewalk work near the OMF.
- Informed Legacy Apartments about the status of the closed sidewalk, which was damaged and then closed on June 16. This incident also closed their front entrance on N. 1st St. Started working on mitigation for Legacy Apartments.
- Obtained permission from Kaiser Permanente to build a curved curb in their driveway on MLK Jr. Way.
- Met with Mercy Housing to coordinate construction near their senior housing development, July 27.
- Provided project updates at Downtown on the Go Transit Committee (July 12), Hilltop Business Association (July 15), Hilltop Stakeholders Outreach Committee (July 22), and Stadium Business District Association (July 28).
- Continued to inform and collect input on Sound Transit's fare options. The comment period ended on July 25.
- Sound Transit is sponsoring the Hilltop Summer Splash on Aug. 21 and the Stadium Art, Wine and Beer Walk on Sept. 18.
- Responded to questions/complaints about street lighting out on S. I St., parking in the Stadium curve, access to businesses on MLK Jr. Way during curb and gutter work, a porta potty and potential illegal activity at S. 9th St. and MLK Jr. Way, missed garbage pick-ups in the Stadium curve, a resident's high water bill, the schedule for reopening the southbound lane on Commerce St. from I-705 to S. 7th St., damaged irrigation line at the Center for Spiritual Living, and damaged irrigation system at Virginia Mason Franciscan Health.
- In response to Columbia Bank's concerns about safety and security, the contractor planted landscaping on N. 1st St. near the bank early. In addition, the contractor saved the OCS boxes that a Stadium H.S. student painted. Artwork given to student.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects shared design and engineering resources across multiple ST projects including South Corridor and Vehicles. Despite the variance in FTE levels project is sufficiently staffed for this period. ST will monitor project needs and adjust FTE levels as needed. Consultant FTE's (CMC and DSDC) are slightly over plan as they continue to support T100 and vehicle procurement contracts approaching startup and pre-revenue activities.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	14.0	10.1
Consultants	15.5	19.5	(4.0)
TOTAL	39.6	33.5	6.1

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	10
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	2	20
Reported Near Mishaps	0	20	67
Average Number of Employees on Worksite	171	-	-
Total # of Hours (GC & Subs)	10,484	50,481	296,085
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	7.92	6.75
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	**2.8**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract T100 — Hilltop Tacoma Link Extension

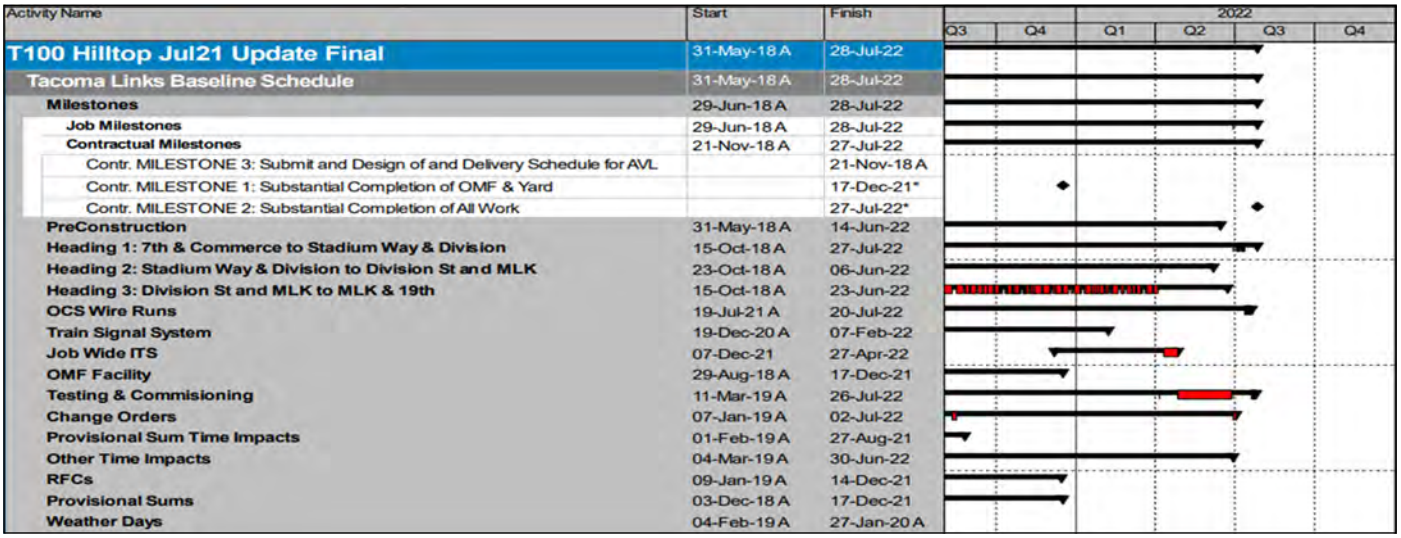
Current Progress

The construction contractor, Walsh Construction Company II, LLC, continues work at the interior and exterior of the OMF and in all three headings along the 2.4 mile extension.

- Heading 1: Began building IB rail between S. 7th Street and S. 9th Street. Graded for HMA on west side of Commerce Street. Began forming the Old City Hall Station platform. Finished building IB rail and formed track slab across the Stadium Way and Division Ave. Formed and poured curb and gutter at intersection of 7th and Commerce.
- Heading 2: Installed OCS assemblies in the Stadium High School curve.
- Heading 3: Continued above ground traffic signal installations at MLK and 6th Ave. Graded for final HMA and completed flatwork on IB side from S. 16th to S. 13th. Began underground traffic signalization work at S. 9th and MLK intersection.
- OMF: E. 25th St: Continued grading E. 25th for concrete paving. Formed and poured curb, gutter and sidewalks on E. 25th.
- OMF Yard/Building: Completed installation of 1st floor wire mesh partition and locking cabinets. Performed elevator L&I pre-inspection. Continued closing out punch list.
- OMF Building: Perform final sanitary sewer static test. Install guard rail at the base of stair 105. Finish wire mesh partition installation on the 1st floor. Clean OMF 2nd floor for move-in. Place TPSS #5 in OMF yard.

Schedule Summary

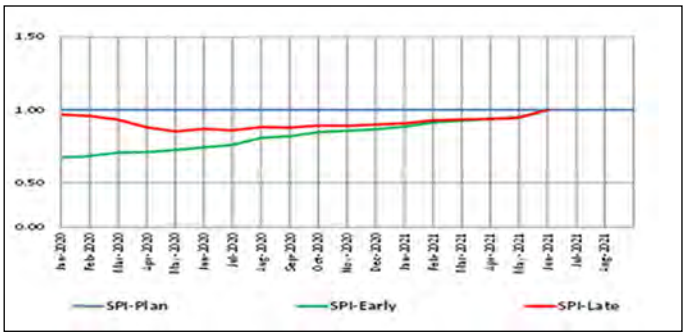
The T100 July 2021 monthly update does not support a Q1 2022 pre-revenue startup date so ST has requested a recovery schedule from the contractor.



Activity Name	Start	Finish
T100 Hilltop Jul21 Update Final	31-May-18 A	28-Jul-22
Tacoma Links Baseline Schedule	31-May-18 A	28-Jul-22
Milestones	29-Jun-18 A	28-Jul-22
Job Milestones	29-Jun-18 A	28-Jul-22
Contractual Milestones	21-Nov-18 A	27-Jul-22
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL		21-Nov-18 A
Contr. MILESTONE 1: Substantial Completion of OMF & Yard		17-Dec-21*
Contr. MILESTONE 2: Substantial Completion of All Work		27-Jul-22*
PreConstruction	31-May-18 A	14-Jun-22
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	27-Jul-22
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	06-Jun-22
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	23-Jun-22
OCS Wire Runs	19-Jul-21 A	20-Jul-22
Train Signal System	19-Dec-20 A	07-Feb-22
Job Wide ITS	07-Dec-21	27-Apr-22
OMF Facility	29-Aug-18 A	17-Dec-21
Testing & Commisioning	11-Mar-19 A	26-Jul-22
Change Orders	07-Jan-19 A	02-Jul-22
Provisional Sum Time Impacts	01-Feb-19 A	27-Aug-21
Other Time Impacts	04-Mar-19 A	30-Jun-22
RFCs	09-Jan-19 A	14-Dec-21
Provisional Sums	03-Dec-18 A	17-Dec-21
Weather Days	04-Feb-19 A	27-Jan-20 A

Schedule Performance Index

This period the Early SPI and late SPI were 1.0, the same as last month. Note: The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. Upon receipt from the Contractor of planned values to completion, ST will incorporate that data into the SPI and report accordingly. Until such time, SPI will remain at 1.0.



Next Period's Activities

- Heading 1: Pour IB track slab across the Stadium Way and Division Ave intersection. Pave between track slabs on Commerce St. Continue west side sidewalk/curb & gutter on West side of Commerce St, south of 7th St. Finish welding and building IB rail on Commerce Street. Form and install reinforcement at Old City Hall station. Install canopy column legs at Old City Hall station.
- Heading 2: Install OCS wire assemblies from MLK to I Street.
- Heading 3: Perform final restoration of the IB side between 13th and 16th. Continue above ground signalization underground work at MLK and 6th. Continue underground signalization at intersection of MLK and S. 9th. Apply channelization on IB side between 13th and 16th.
- OMF Yard: Set TPSS #5 and start Level 1 Systems testing. Continue grading E. 25th Street for concrete paving. Continue south side flatwork on E 25th St and E. J Street.
- OMF Building: Perform final sanitary sewer static test. Install guard rail at the base of stair 105. Continue electrical rough-in for the multi-purpose facility. Finish wire mesh partition installation on the 1st floor.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- The contractor has been put on notice regarding lack of progress in all three headings and advised to submit a recovery schedule.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street plan.
- The cutover at 9th and Commerce requires a series of planning workshops which began in January 2020. Participants include ST (including Operations), City of Tacoma and the contractor.

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	$ 108,295,000
Change Order Value	$ 15,396,887
Current Contract Value	$ 123,691,887
Total Actual Cost (Incurred to Date)	$ 110,340,531
Percent Complete	89%
Authorized Contingency	$ 37,114,750
Contingency Drawdown	$ 15,396,887
Contingency Index	2.2

Installing insulation on Y3 switches – H3

Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

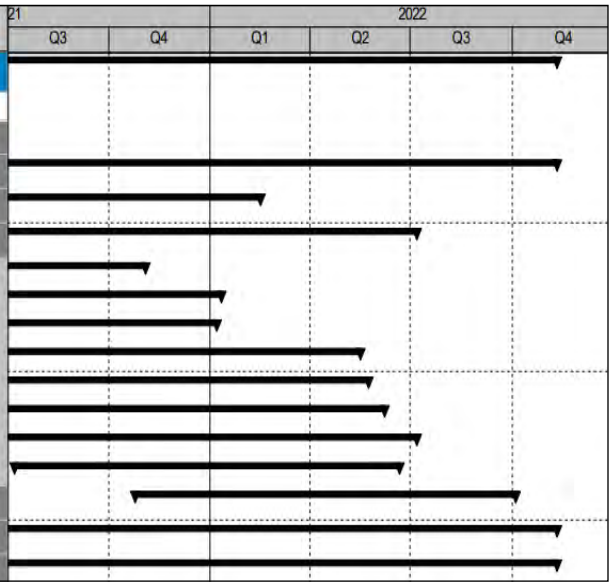
Current Progress

- Brookville continues working on long lead time issues material or components to prevent possible delays to raw material shortages from global impacts of COVID.
- Finalize System Models & Final Vehicle Integration
- LRV #1 is in final assembly of A,B and C cars and the manufacturing of truck assemblies
- LRV#2 Framing of A, B and C cars
- LRV#3 Framing of A, B and C cars
- LRV#4 Framing of A, B and C cars
- Revising the draft technical manuals for maintenance , heavy repair and special test equipment for final submittal.
- Brookville continues submitting FAI Procedures for review and testing procedures of critical sections including articulation kit, primary and secondary suspension, friction brake system,,truck brake, truck assembly, door system and propulsion

Schedule Summary

- Brookville submitted the July 2021 schedule submittal and it is currently under review. The June 2021 submittal is represented in this reporting period.
- Schedule is continues to forecast delivery of the 1st car arriving at the OMF in Tacoma in Nov 2021. The 2nd LRV will arrive in Dec 2021, with remaining LRVs shipping in late Q1 2022. Conditional Acceptance testing for all five LRVs in Tacoma will be complete by June 2022 (dependent on T100 timing for system integration testing turnover to ST and available mainline track time.)

Activity Name	Start	Finish
BEC June 2021 Update	04-Dec-17 A	10-Nov-22
Tacoma NTP	04-Dec-17 A	
Kick Off/Schedule Creation	17-Apr-19 A	17-Apr-19 A
Engineering - Tacoma	04-Dec-17 A	10-Nov-22
CDRL Submittals - Tacoma	01-Jan-18 A	15-Feb-22
MANUFACTURING / TESTING	21-Mar-18 A	06-Jul-22
Component/System Type Tests	17-Dec-18 A	03-Nov-21
First Article Inspections	21-Mar-18 A	10-Jan-22
Hold Point Inspections	02-Feb-21 A	06-Jan-22
Car 1	01-Dec-20 A	16-May-22
Car 2	22-Mar-21 A	24-May-22
Car 3	12-May-21 A	07-Jun-22
Car 4	14-Jun-21 A	06-Jul-22
Car 5	08-Jul-21	21-Jun-22
Training	25-Oct-21	04-Oct-22
SOUND TRANSIT PAYMENT MILESTONES	02-Jul-18 A	10-Nov-22
Brookville Contract Milestones	04-Dec-17 A	10-Nov-22



Project Summary

Scope

The I-90 Two-Way Transit and HOV Operations (Stage 3) project provides approximately four miles of HOV lanes in each direction of the outer roadway between 80th Avenue South on Mercer Island and Rainier Avenue in Seattle. The project includes upgrades and retrofits to the fire, life, safety, and other systems in the Mount Baker and Mercer Island/First Hill tunnels. The project also includes remaining dowel bar retrofit work on the west side of Lake Washington, and the installation of screening on the shared–use pathway on the I-90 floating bridge.

Phase

Construction

Budget

$207.6 Million

Schedule

Construction Complete: December 2020 for Primary work; Third Party oversight to continue through 2025

Since June 2017, the project has provided 24/7 HOV access on I-90 between Seattle, Mercer Island and Bellevue.

Major Contracts

	Scope	Agreement/Contract Amount
WSDOT	PE	$ 1,549,003
WSDOT	Final Design	$ 18,022,756
WSDOT	CM Services	$ 43,192,664
IMCO	Construction	$132,409,000
City of Mercer Island	Transportation Mitigation	$10,050,000

Key Project Activities/Milestones

- **Civil Construction** – Ancillary construction: I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; MBT Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20
    - Final payment for R8A Construction & CM Services task order received by WSDOT; closeout of Construction Task Orders completed; Final Design task order closeout pending concurrence from WSDOT
- **Physical Completion, IMCO Contract** – Notification to be issued by WSDOT (pending)
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025

Closely Monitored Issues

WSDOT executed a clear-all settlement change order with their contractor in May for the major construction contract work; Substantial Completion for that work was retroactively granted June 2017. All ancillary WSDOT construction work is substantially complete; the following items continue to be monitored at this time:

- City of Mercer Island litigation, Mercer Island Transportation Mitigation Agreement

Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of July were $229.41K, for ST staff charges, monthly utility costs for a temporary traffic signal, and Mercer Island Settlement Agreement quarterly payment to the City of Mercer Island. A Project budget reserve was realized, and $18.0M de-committed from the Project; tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$2.8	$2.5	$2.5	$2.8	$0.0
Preliminary Engineering	$1.5	$1.5	$1.5	$1.5	$1.5	$0.0
Final Design	$22.1	$19.4	$18.7	$18.4	$19.4	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$198.3	$183.9	$187.0	$177.5	$183.9	$0.0
Total	**$225.6**	**$207.6**	**$209.7**	**$199.9**	**$207.6**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	$180.6	$183.9	$187.0	$177.5	$183.9	$0.0
80 Professional Services	$26.3	$23.6	$22.7	$22.5	$23.6	$0.0
90 Unallocated Contingency	$18.7	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$225.6**	**$207.6**	**$209.7**	**$199.9**	**$207.6**	**$0.0**

Tables in millions; totals may not equal column sums due to rounding of line entries.

Cost Contingency Management

In the table below, the Committed Allocated Contingency included WSDOT-controlled construction contingency plus total ST controlled allocated contingencies. Most of the remaining contingency was de-committed from the Project as the majority of work has been completed; current Total Contingency is just over $725K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 9.4% of remaining total project budget.

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	$0.0	0.0%	$0.0	0.0%
Committed Allocated Contingency	$17.0	7.5%	$0.6	7.1%
Unallocated Contingency	$18.7	8.3%	$0.2	2.3%
Total	**$35.7**	**15.8%**	**$0.7**	**9.4%**

Note: Totals may not equal column sums due to rounding of line entries.

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing

Budget $740.7 Million (Baseline September 2015, Amended April 2017)

Schedule Project Completion: Q3 2024

Siemens Type 2 Link light rail vehicle

Key Project Activities

- Car # 282, 283, 284 & 279 were delivered to Operation and Maintenance Facility (OMF) East in the month of July 2021.
- Cars # 246, 223, 225, 247, 250, 262, 248 and 259 were Conditionally Accepted (CA) in the month of July 2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- Siemens spare parts and special tools were continue to be delivered to Sound Transit to support the revenue service of Series 2 LRVs in Seattle.

Pre-shipping inspection of Car 284 in Sacramento, CA

Car 262 on Burn In testing in Seattle, WA

Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue. The timeframe for this concern remained in Q3 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- S700 LRVs availability for Northgate Link Extension revenue service & East Link Extension System Integration Tests are continue to be in discussion with all stakeholders.
- Manufacturer continue reporting supply chain interruptions impacting implementation of FMIs and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on the Kinkisharyo cars is more challenging than anticipated.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $318.9M to which a majority of the cost is attributed to the vehicles phase of $304.2M. The current period expenditure is $2M to which due to an over accrual in May contra off the actual performance in June. This adjustment's outcome the effect to this dismal account performance. The remaining expenditures were attributed to engineering and inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$9.6	$9.6	$5.4	$5.1	$9.6	$0.0
Construction Services	$18.0	$18.0	$15.1	$9.9	$18.0	$0.0
Vehicles	$713.1	$713.1	$657.6	$315.8	$713.1	$0.0
Total	**$740.7**	**$740.7**	**$678.1**	**$330.8**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.3	$705.3	$668.4	$321.4	$705.3	$0.0
80 Professional Services	$23.2	$23.2	$9.7	$9.4	$23.2	$0.0
90 Contingency	$12.2	$12.2	$0.0	$0.0	$12.2	$0.0
Capital Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$678.1**	**$330.8**	**$740.7**	**$0.0**

**Totals may not equal column sums due to rounding of line entries.*

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitoring project status and associated risks.

There are no changes to the current top risks as listed below based on the last update:

- Siemens slower than expected Safety Certification Process could possibly delays to revenue service dates on all programs.
- Special tools and test equipment must be identified, procured, delivered and commissioned prior to LRV conditional acceptance.
- Familiarization Training with local emergency responders has not yet started and the time table for completion.
- Siemens limited staff and equipment supporting testing and commissioning is a constrain on qualification testing and safety certification will remain open until complete.
- Automatic Train Protection interface between ST1 vehicle ATP system and new ST2 vehicle ATP causing potential interface with wayside signal and on-board systems under investigation. Qualification test postponed until completion of investigation.
- COVID-19 remains a fluid situation and disruption to Siemen's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of $78.0M of Total Contingency. The project's Total Contingency is currently at $59.4M or about 14% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

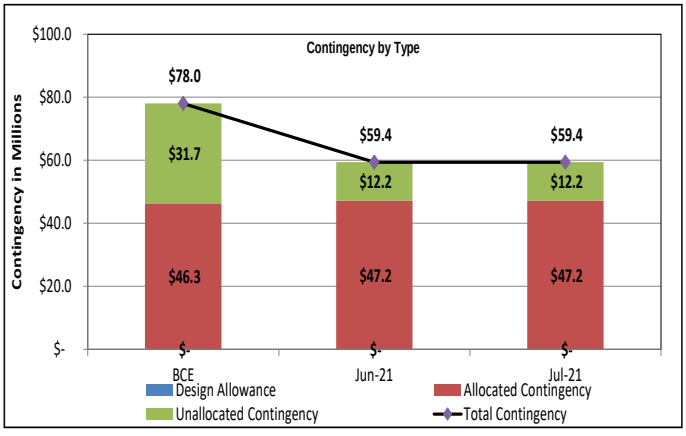
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The AC for July remained effectively unchanged at $47.2M

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC for July remains unchanged at $12.2M.

Contingency Status (Monthly)

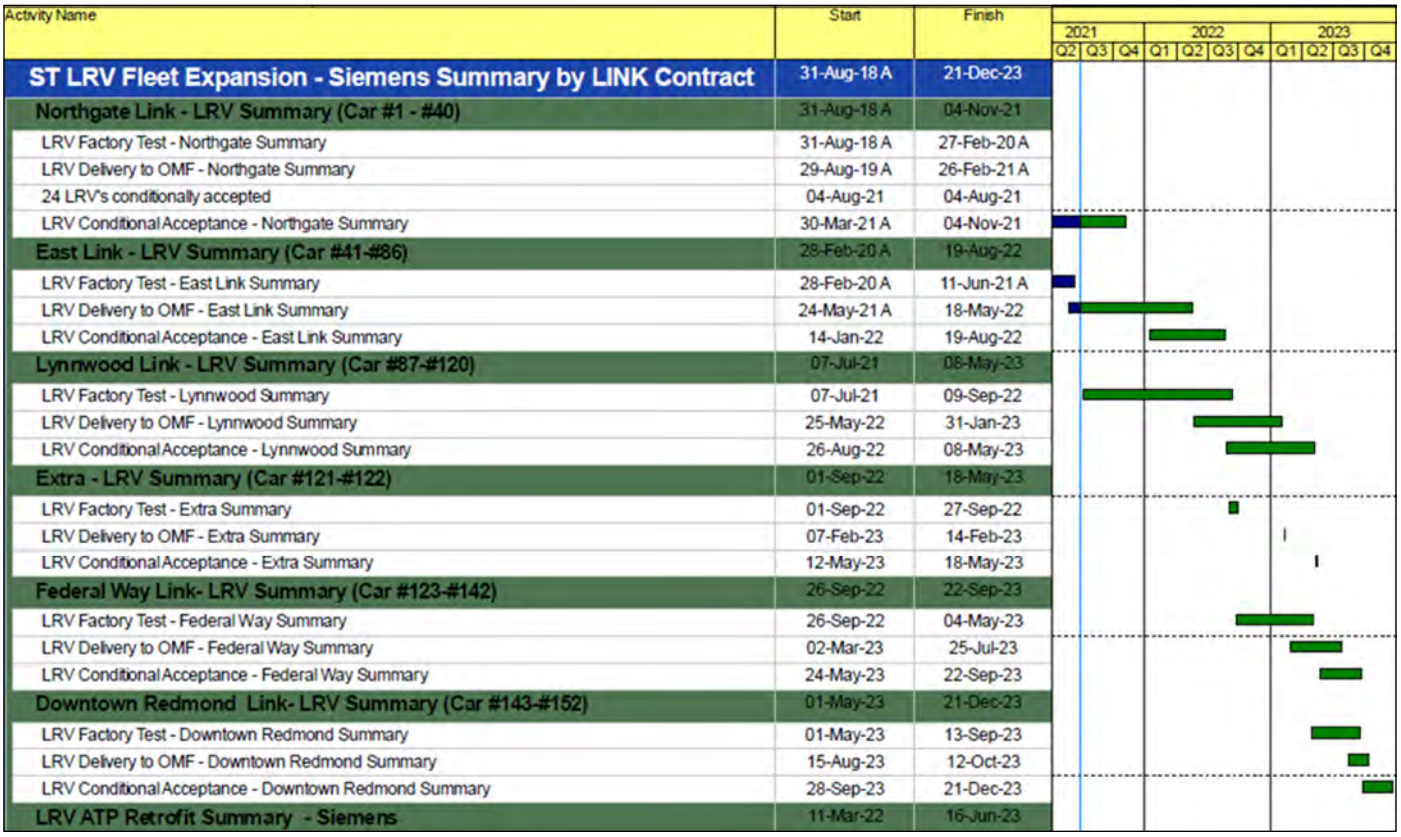
Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ -	0.0%	$ -	0.0%
Allocated Contingency	$ 46.3	6.3%	$ 47.2	11.5%
Unallocated Contingency	$ 31.7	4.3%	$ 12.2	3.0%
Total	**$78.0**	**10.7%**	**$59.4**	**14.5%**

Contingency by Type



Project Schedule

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from the Siemen's monthly schedule update. As of June 2021, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below, but Northgate Link is also seeing schedule pressure as conditional acceptance complete for the 40th car slips into October of 2021. Mitigation measures are currently in place for the 24th car to be CA'd in August 2021 Northgate and is being monitored closely by the team. A summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring. No update was provided this period for ATP retrofit but installation is not expected to commence until late 2022 or early 2023.



Activity Name	Start	Finish
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	21-Dec-23
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	04-Nov-21
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A
24 LRV's conditionally accepted	04-Aug-21	04-Aug-21
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	04-Nov-21
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	19-Aug-22
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A
LRV Delivery to OMF - East Link Summary	24-May-21 A	18-May-22
LRV Conditional Acceptance - East Link Summary	14-Jan-22	19-Aug-22
Lynnwood Link - LRV Summary (Car #87-#120)	07-Jul-21	08-May-23
LRV Factory Test - Lynnwood Summary	07-Jul-21	09-Sep-22
LRV Delivery to OMF - Lynnwood Summary	25-May-22	31-Jan-23
LRV Conditional Acceptance - Lynnwood Summary	26-Aug-22	08-May-23
Extra - LRV Summary (Car #121-#122)	01-Sep-22	18-May-23
LRV Factory Test - Extra Summary	01-Sep-22	27-Sep-22
LRV Delivery to OMF - Extra Summary	07-Feb-23	14-Feb-23
LRV Conditional Acceptance - Extra Summary	12-May-23	18-May-23
Federal Way Link- LRV Summary (Car #123-#142)	26-Sep-22	22-Sep-23
LRV Factory Test - Federal Way Summary	26-Sep-22	04-May-23
LRV Delivery to OMF - Federal Way Summary	02-Mar-23	25-Jul-23
LRV Conditional Acceptance - Federal Way Summary	24-May-23	22-Sep-23
Downtown Redmond Link- LRV Summary (Car #143-#152)	01-May-23	21-Dec-23
LRV Factory Test - Downtown Redmond Summary	01-May-23	13-Sep-23
LRV Delivery to OMF - Downtown Redmond Summary	15-Aug-23	12-Oct-23
LRV Conditional Acceptance - Downtown Redmond Summary	28-Sep-23	21-Dec-23
LRV ATP Retrofit Summary - Siemens	11-Mar-22	16-Jun-23

LRV Delivery and Testing Progress as of July 31, 2021

LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service
Planned	81	81	61	61
Actual	46	40	22	22

Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test and Acceptance Testing and Burn-In of all LRVs that have been delivered to Sound Transit site. Car 214 is the main test vehicle and Car 204 is needed for test requiring multiple cars.

Delivery and Conditional Acceptance Testing of all 40 light rail vehicles required for Northgate Link is closely monitored to support the Pre-Revenue simulation period. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by September 2024. As well as on time for the start of Pre-Revenue Service for each of the new extension lines: East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through July of 2021. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	9.5	9.0	0.5
Consultants	7.8	8.3	(0.5)
TOTAL	17.3	17.2	0.1

An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
Link Operations & Maintenance Facility: East

Project Summary

Scope

The Link Operations and Maintenance Facility: East (OMF East) project, located in the City of Bellevue, includes a 145,000 SF OMF building plus a 35,000 SF MOW Building that will maintain, store and deploy and expanded light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 LRVs.

Phase

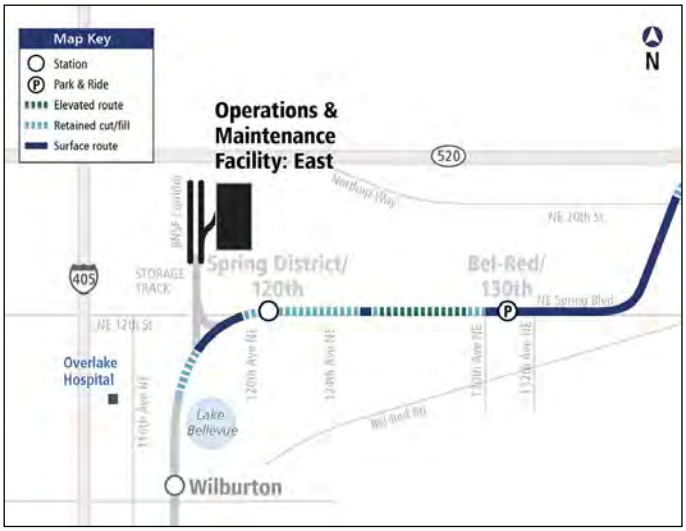
Construction

Budget

$449.2 Million (Baselined July 2016)

Schedule

Substantial Completion Achieved: December 2020



Map of OMF East Site

Key Project Activities

- Post Acceptance monitoring of facilities.
- Global Change Order Settlement has been executed.

Closely Monitored Issues

- Submittal of complete and acceptable as-built drawings.

Risk Management

The project issued Substantial Completion at the end of December. While Substantial Completion has been achieved, residual risk remains in the project. The following are the actively managed risk areas that pertains to only cost:

- **Design:** Late scope request by Operations may impact post acceptance work to the project at this stage.
- **Scope**: Scope Interfaces with E750 Systems when ELE has to integrate OMF East with OMF Central through East Link.
- **Construction**: COVID-19 virus pandemic's impacts are cost difficult to assess at this stage.
- **Start Up:** Closure of open items and workarounds on and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations as well as East Link tie in in 2022.

OMFE Site

Project Cost Summary

The Baseline Budget (July 2016) for the OMF East is $449.2M. The OMF East cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The Estimated Final Costs (EFC) continues to be projected at approximately $449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project expenditure topped out at about $3.4M. The total project cost incurred increased from approximately $372.9M to $376.3M. The majority of the cost are driven by the continue close out of commercial issues in the Construction phase.

Cost Summary by Phase

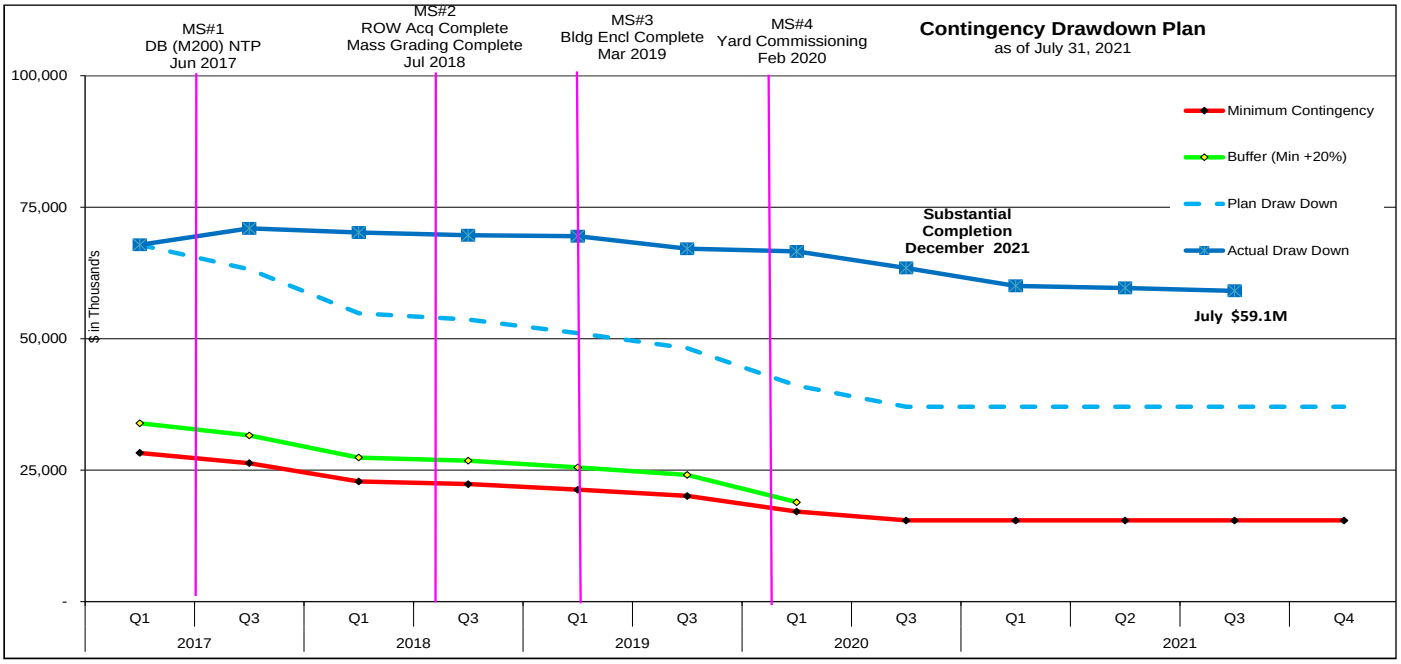
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$17.6	$17.6	$10.3	$10.3	$17.6	$0.0
Preliminary Engineering	$9.5	$9.5	$8.7	$8.7	$9.5	$0.0
Final Design	$0.4	$0.4	$0.0	$0.0	$0.4	$0.0
Construction Services	$19.3	$19.3	$17.6	$17.3	$19.3	$0.0
3rd Party Agreements	$3.1	$3.1	$0.3	$0.1	$3.1	$0.0
Construction	$264.8	$264.8	$234.7	$237.4	$264.8	$0.0
ROW	$134.5	$134.5	$102.7	$102.6	$134.5	$0.0
Total	**$449.2**	**$449.2**	**$374.4**	**$376.3**	**$449.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$2.6	$4.4	$4.3	$4.2	$4.3	$0.1
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities: Yard, Shop	$140.1	$136.1	$131.4	$136.5	$143.2	-$7.1
40 Sitework & Special Conditions	$43.6	$48.5	$42.2	$40.5	$44.5	$4.0
50 Systems	$43.0	$41.6	$40.4	$39.8	$40.4	$1.2
Construction Subtotal (10 - 50)	**$229.3**	**$230.6**	**$218.2**	**$220.9**	**$232.4**	**-$1.8**
60 ROW, Land, Improvements	$134.5	$134.5	$102.7	$102.6	$134.5	$0.0
70 Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$71.6	$70.3	$53.4	$52.8	$68.5	$1.8
90 Unallocated Contingency	$13.8	$13.8	$0.0	$0.0	$13.8	$0.0
Total (10 - 90)	**$449.2**	**$449.2**	**$374.4**	**$376.3**	**$449.2**	**$0.0**

Contingency Drawdown

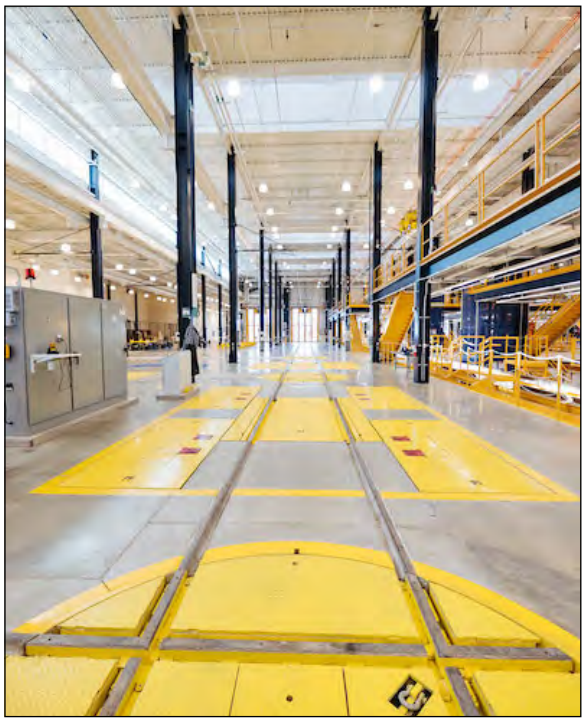
At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positively. Project contingency continues to trend positive at juncture with total contingencies balance in July 2021 at approximate $59.1M (previous quarter at $59.7M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Contract M200 - OMF East Design Build Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	$218,912,000
Change Order Value	$11,729,603
Current Contract Value	$230,641,603
Total Actual Cost (Incurred to Date)	$234,007,107
Percent Complete	99.7%
Authorized Contingency	$21,891,200
Contingency Drawdown	$11,729,603
*Contingency Index	2.5

**Excludes Betterments*



Operations and Maintenance Facility East in Bellevue

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. This annual projection remains constant from month to month for the year. The Year-to-Date (YTD) FTE represents the total actual accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects average actuals through July of 2021 and is anticipated to average down as the year progress ahead.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	7.1	1.9
Consultants	2.8	12.4	9.6
TOTAL	8.0	19.5	11.5

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

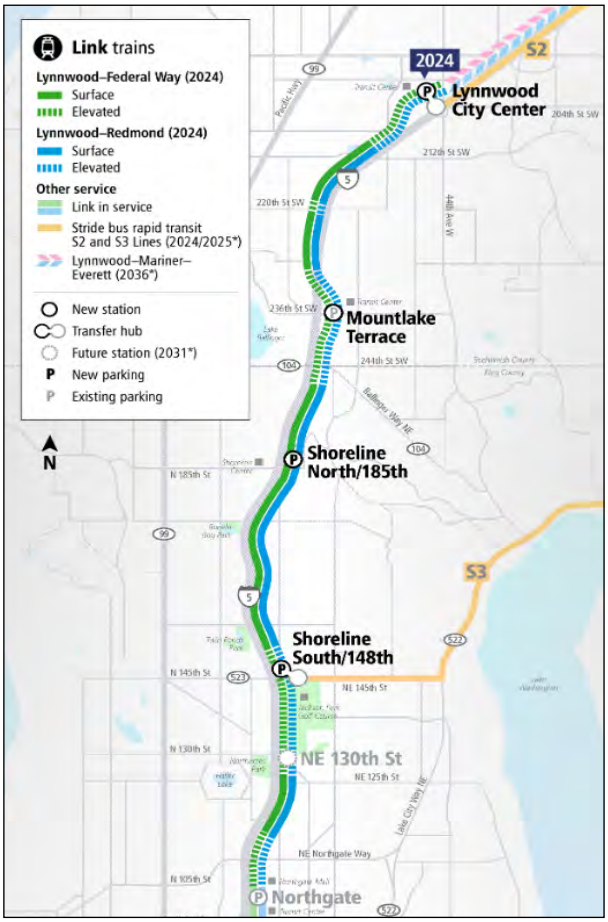
Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Project Summary

Scope

Limits	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
Alignment	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
Stations	Shoreline South/148th Shoreline North/185th Mountlake Terrace Lynnwood City Center
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	$2.772 Billion (Baseline May 2018)
Schedule	Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued concrete placement for column caps, placement of prestressed concrete girders and elevated deck concrete for the aerial guideway, in addition to continued wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th Station and Parking Garage, with barrier walls and finish work following the final garage slab placement and concrete work on the station stairs, platform and other structures (L200).
- Continued construction of the Shoreline North / 185th Station and Parking Garage with first level deck placement and work on the ancillary building. (L200).
- Continued construction of the Mountlake Terrace Station, including station stair tower work and interior finish work on the ancillary buildings (L300).
- Continued construction of the Lynnwood City Center Station and Parking Garage with concrete placement at the station elevator and escalators as well as garage formwork and deck placement (L300).
- Continued formwork, rebar, and concrete placement for the long span overcrossing structure over I-5 (L300).
- Continued rail delivery (L200 and L300) and direct fixation rail installation (L200).
- Continued final design work for widening 200th Street SW in the City of Lynnwood.
- Continued submittal development and procurement of systems equipment (L800).

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In July 2021, $51.7M was incurred. The major project expenditures were for civil construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, permitting, and staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$49.3	$48.8	$98.2	$0.0
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$142.4	$132.7	$164.2	$0.0
Construction Services	$128.4	$128.4	$110.2	$62.4	$128.4	$0.0
3rd Party Agreements	$14.6	$17.6	$12.8	$10.5	$17.6	$0.0
Construction	$1,921.4	$2,094.6	$1,901.2	$903.1	$2,094.6	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$229.7	$185.3	$171.6	$229.7	$0.0
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,440.2**	**$1,368.1**	**$2,771.6**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,002.2	$680.8	$318.9	$794.1	$208.1
20 Stations	$333.8	$333.8	$412.5	$162.9	$432.4	-$98.7
30 Support Facilities	$2.0	$2.0	$0.2	$0.0	$2.0	$0.0
40 Sitework & Special Conditions	$421.1	$426.2	$603.0	$382.8	$563.9	-$137.7
50 Systems	$244.4	$244.4	$194.4	$32.4	$216.1	$28.3
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,008.5**	**$1,891.0**	**$897.1**	**$2,008.5**	**$0.0**
60 ROW, Land	$235.7	$229.7	$185.3	$171.6	$229.7	$0.0
70 Vehicles (Non-Revenue)	$1.4	$1.4	$0.0	$0.0	$1.4	$0.0
80 Professional Services	$449.3	$448.6	$363.9	$299.4	$448.6	$0.0
90 Unallocated Contingency	$292.2	$83.4	$0.0	$0.0	$83.4	$0.0
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,440.2**	**$1,368.1**	**$2,771.6**	**$0.0**

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

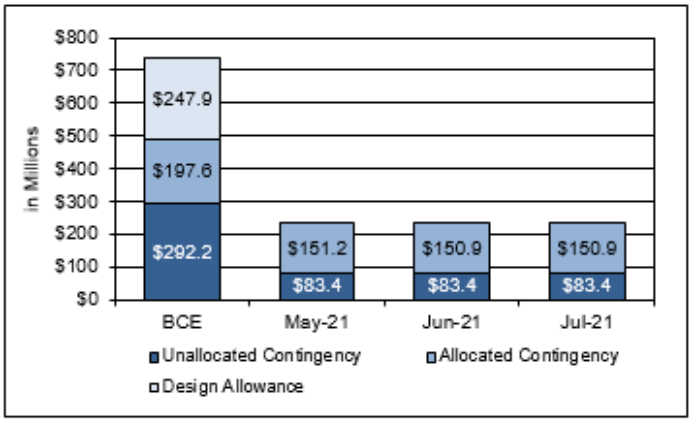
During the current period, Allocated Contingency decreased by a net amount of $20k for construction change orders.

Contingency Status

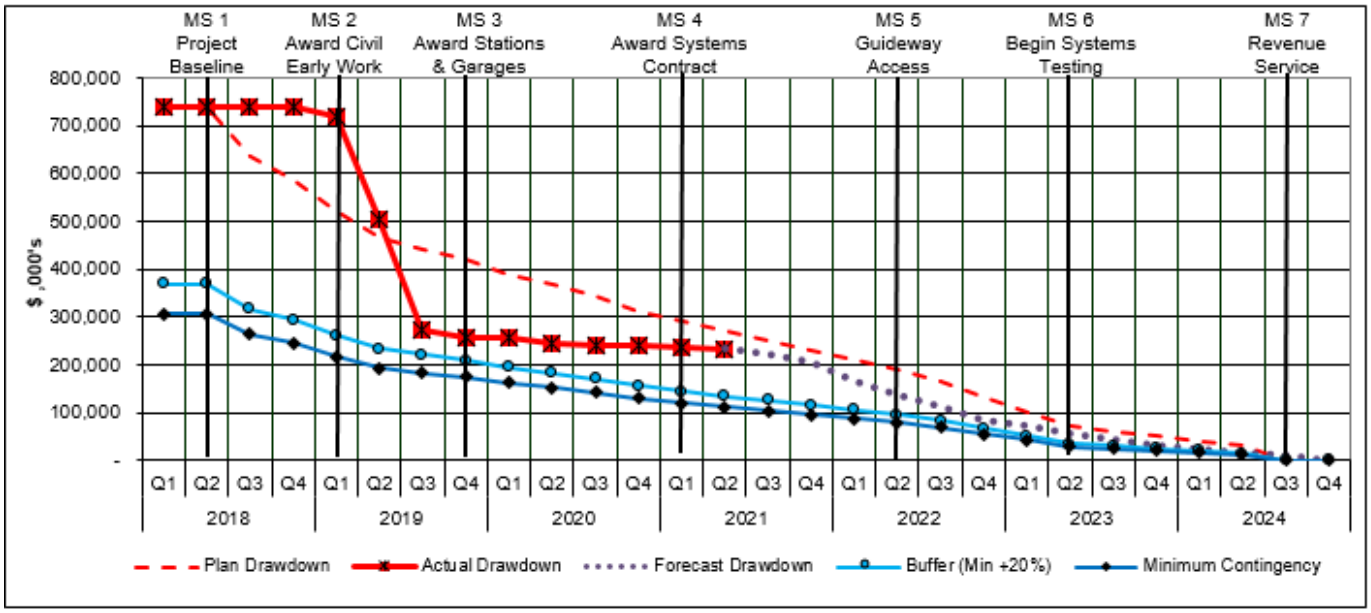
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$197.6	7.1%	$150.9	10.7%
Unallocated Contingency	$292.2	10.5%	$83.4	5.9%
Total:	**$737.7**	**26.6%**	**$234.3**	**16.7%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

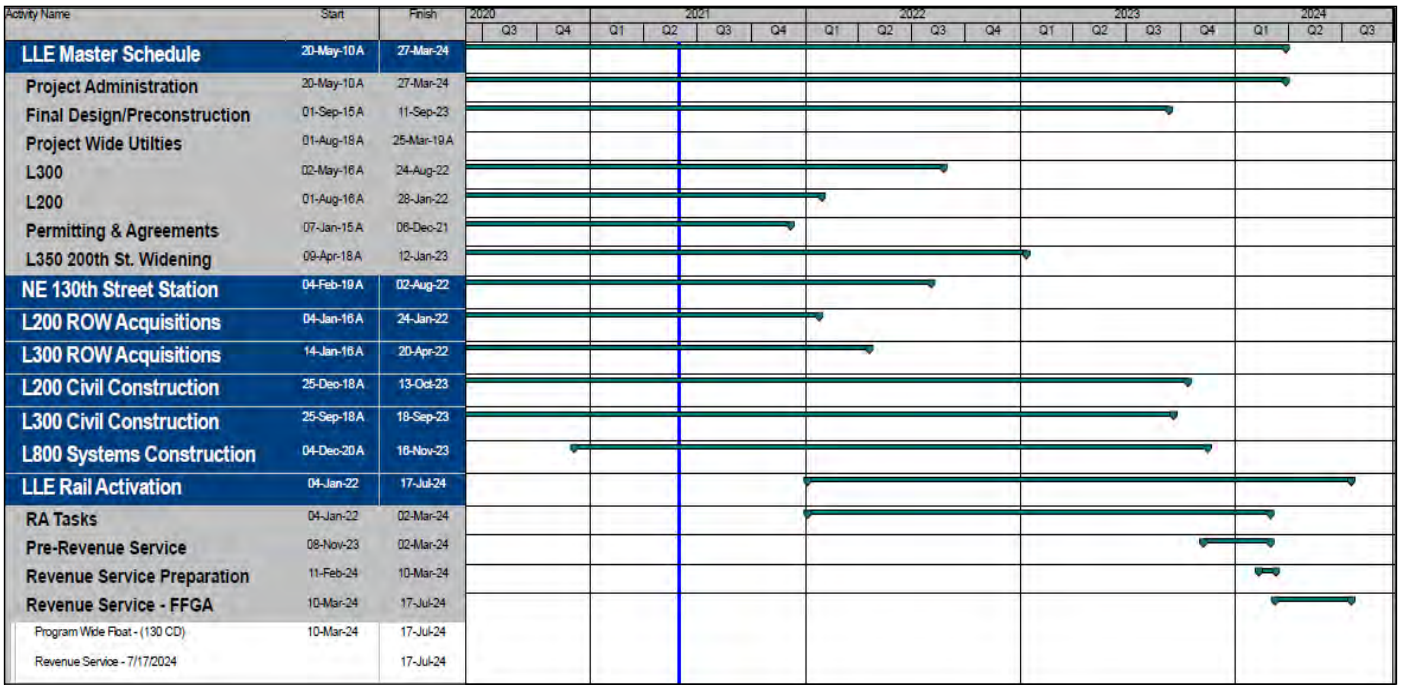
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The following are the top project risks:

- Availability and budget for ongoing design support during the construction phase.
- Availability of adequate electrical power for the Shoreline South / 148th station, garage and nearby Traction Power Substation (TPSS) in time to support testing in Q1 2022.
- Requests from third parties / AHJs for additional scope as part of permit inspections / approvals.
- Differing site conditions identified during construction.
- Maintaining positive relationships with GC/CM contractors and culture of collaboration for each contract.

Project Schedule

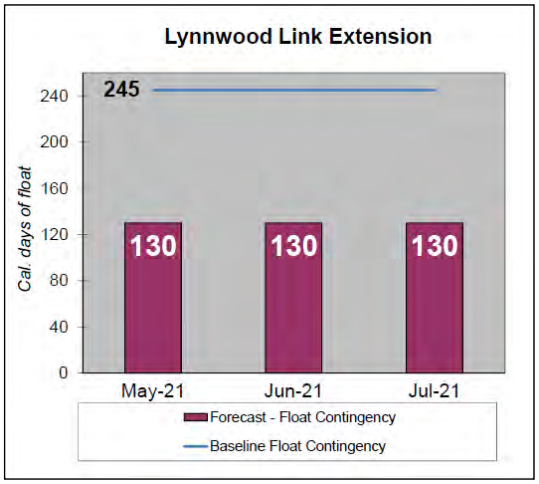
The July update of the Master Schedule has not been completed at this time. The L300 June schedule update was extensive and required an extended review. The L200 June schedule was returned to the contractor for revision. The L800 schedule was received and reviewed, no resubmittal required. The project team is working with both civil contractors to get their submissions up to date, with goal of being caught up with updates for August. It not anticipated that project float or the Revenue Service date will be adversely impacted.


Activity Name
Start
Finish
2020
2021
2022
2023
2024
Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3
LLE Master Schedule 20-May-10 A 27-Mar-24
Project Administration 20-May-10 A 27-Mar-24
Final Design/Preconstruction 01-Sep-15 A 11-Sep-23
Project Wide Utilties 01-Aug-18 A 25-Mar-19 A
L300 02-May-16 A 24-Aug-22
L200 01-Aug-16 A 28-Jan-22
Permitting & Agreements 07-Jan-15 A 06-Dec-21
L350 200th St. Widening 09-Apr-18 A 12-Jan-23
NE 130th Street Station 04-Feb-19 A 02-Aug-22
L200 ROW Acquisitions 04-Jan-16 A 24-Jan-22
L300 ROW Acquisitions 14-Jan-16 A 20-Apr-22
L200 Civil Construction 25-Dec-18 A 13-Oct-23
L300 Civil Construction 25-Sep-18 A 18-Sep-23
L800 Systems Construction 04-Dec-20 A 16-Nov-23
LLE Rail Activation 04-Jan-22 17-Jul-24
RA Tasks 04-Jan-22 02-Mar-24
Pre-Revenue Service 08-Nov-23 02-Mar-24
Revenue Service Preparation 11-Feb-24 10-Mar-24
Revenue Service - FFGA 10-Mar-24 17-Jul-24
Program Wide Float - (130 CD) 10-Mar-24 17-Jul-24
Revenue Service - 7/17/2024 17-Jul-24

Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 130 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained relatively steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

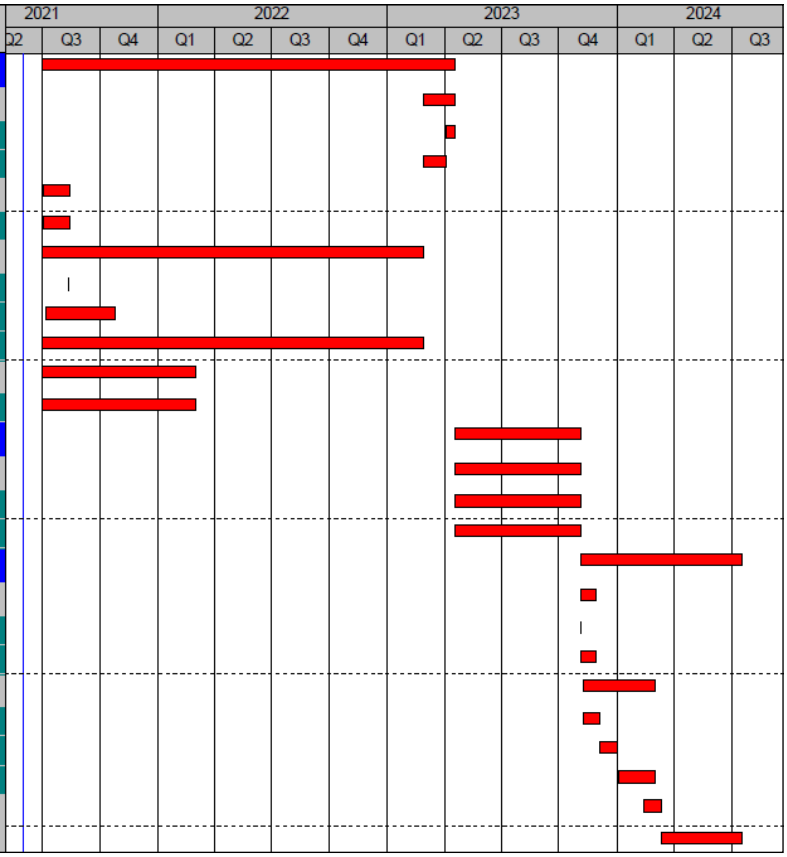
The impact of the COVID-19 shutdown is continues to be assessed, and is not reflected in these figures.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The path currently runs through the Shoreline South/148th station, followed by construction of trackwork, and turnover of the guideway to the L800 contractor. Sound Transit is continuing to work with L200 contractor to resolve outstanding issues noted in the prior schedule submittals. This path remains subject to change with the assessment of COVID-19 impacts and resolution of outstanding planning issues.

Activity Name	Start	Finish
L200 Civil Construction	22-Jun-21 A	18-Apr-23
Project Wide	28-Feb-23	18-Apr-23
Milestones	04-Apr-23	18-Apr-23
Punchlist & Commissioning	28-Feb-23	03-Apr-23
WZ-3 Elevated (1492+45 to 1559+17)	02-Jul-21	12-Aug-21
Aerial Structures	02-Jul-21	12-Aug-21
WZ-4 145th Station & Garage	22-Jun-21 A	27-Feb-23
Utilities	10-Aug-21	11-Aug-21
Retaining Walls	08-Jul-21	25-Oct-21
Stations	22-Jun-21 A	27-Feb-23
WZ-10 185th Station & Garage	28-Jun-21 A	01-Mar-22
Stations	28-Jun-21 A	01-Mar-22
L800 Systems Construction	19-Apr-23	03-Nov-23
Sound Transit L800 90% Engineering	19-Apr-23	03-Nov-23
L800 Engineering	19-Apr-23	03-Nov-23
L800 Construction	19-Apr-23	03-Nov-23
LLE Rail Activation	03-Nov-23	17-Jul-24
RA Tasks	03-Nov-23	28-Nov-23
TASK 00 - Transition To Operations - Project	03-Nov-23	03-Nov-23
TASK 07 - Safety and Security	04-Nov-23	28-Nov-23
Pre-Revenue Service	08-Nov-23	02-Mar-24
Pre-Revenue Preparation	08-Nov-23	05-Dec-23
Operator Preparation	04-Dec-23	02-Jan-24
Simulated Revenue Service/Drills/Upsets	03-Jan-24	02-Mar-24
Revenue Service Preparation	11-Feb-24	10-Mar-24
Revenue Service - FFGA	10-Mar-24	17-Jul-24



Community Engagement

Distributed construction alerts via project page, .gov list server, email and door to door for the following activities around the project site, including:

- Night time off-ramp closures, including closures of the NE 103rd, NE 107th, and northbound I-5 to NE 145th Street off-ramp (Exit 175) in Seattle, and NE 175th Street.
- Overnight closures of 1st Ave, NE Northgate Way, and right (curb) lane closure on Northbound I-5 from NE 133rd Street to NE 155th Street for girder placement.
- Night work on NE 185th Street from 8th Ave NE to 5th Ave NE, near Shoreline Stadium in Shoreline.
- Night time closures of the Mountlake Terrace parking garage as well as night and weekend closures of 236th Street SW and the Mountlake Terrace.
- Temporary Mountlake Terrace Parking Garage entrance reconfiguration.
- Interurban Trail closure for ten months near the Lynnwood Transit Center.
- Day time closure at NE 159th Street..

Community Engagement staff also completed two Temporary Construction Easement closeouts and hosted three property owner meetings.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The Right-of-Way program status for this period is summarized in the following table.

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date *	Relocations Required	Relocations Completed to date
363	400	783	743	387	381

*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. The number of Offers Made are inclusive of offers made to separate owners or interest holders. These numbers will exceed the number of Board Approved parcels. Number of relocations exclude moves that are personal property only. *Total number of parcels available for construction = 322.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less ST staff, but more consultant staff than planned has been needed for civil final design, design services during construction, and construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	35.5	(7.0)
Consultants	89.0	106.0	17.0
TOTAL	131.5	141.5	10.0
** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*			

Construction Safety

Data/Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	3	11	25
Days Away From Work Cases	0	2	4
Total Days Away From Work	0	25	60
First Aid Cases	2	25	61
Reported Near Mishaps	1	22	44
Average Number of Employees on Worksite	691	-	-
Total # of Hours (GC & Subs)	153,125	1,044,668	2,210,686
OSHA Incident Rates	**July 2021**	**Year to Date**	**Project to Date**
Recordable Injury Rate	3.92	2.11	2.26
LTI Rate	0.0	0.38	0.36
Recordable National Average	**2.8**		
LTI National Average	**1.1**		
Recordable WA State Average	**5.7**		
LTI WA State Average	**2.0**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

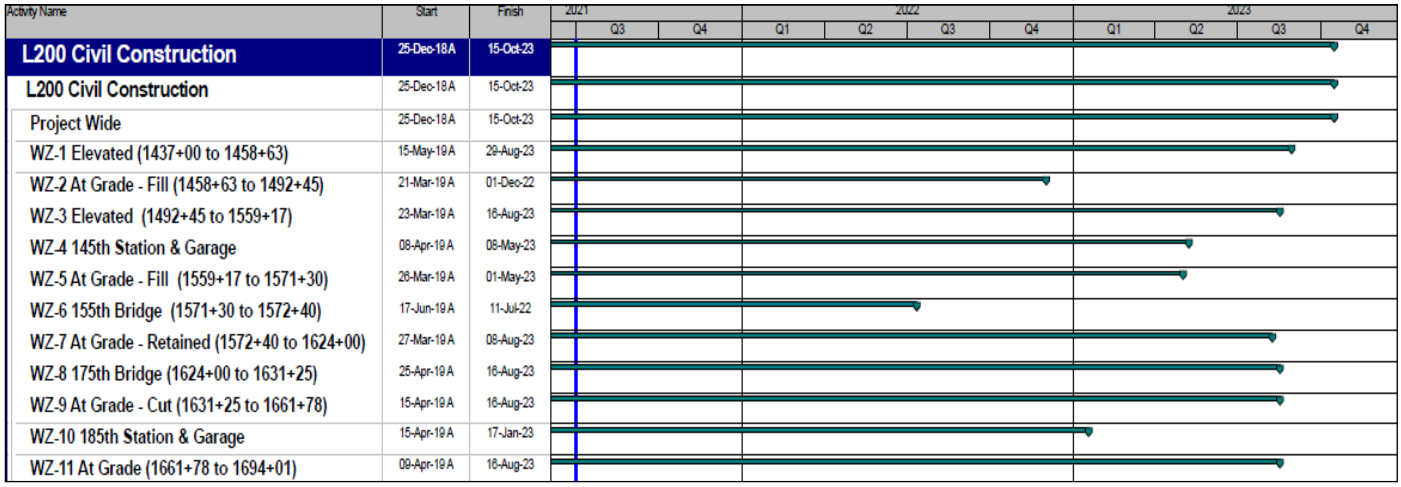
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued installation of curbs and end diaphragms for the elevated guideway.
- 148th station columns caps stripped and installed grout pads.
- Continued 148th garage CMU walls and curbs.
- Continued 185th garage level 1 concrete placement.
- Continued 185th station south ancillary building CMU.

Schedule Summary

The June update forecasts an August 31, 2023 substantial completion date, 44 calendar days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the elevated guideway and 148th St. Station. This update, submitted for June, has been returned twice for revision, due to unaddressed comments from previous reviews. ST is continuing to work with SKH toward an acceptable schedule.

Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	15-Oct-23
L200 Civil Construction	25-Dec-18 A	15-Oct-23
Project Wide	25-Dec-18 A	15-Oct-23
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	29-Aug-23
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	01-Dec-22
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	16-Aug-23
WZ-4 145th Station & Garage	08-Apr-19 A	08-May-23
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	01-May-23
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	11-Jul-22
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	08-Aug-23
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	16-Aug-23
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	16-Aug-23
WZ-10 185th Station & Garage	15-Apr-19 A	17-Jan-23
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	16-Aug-23

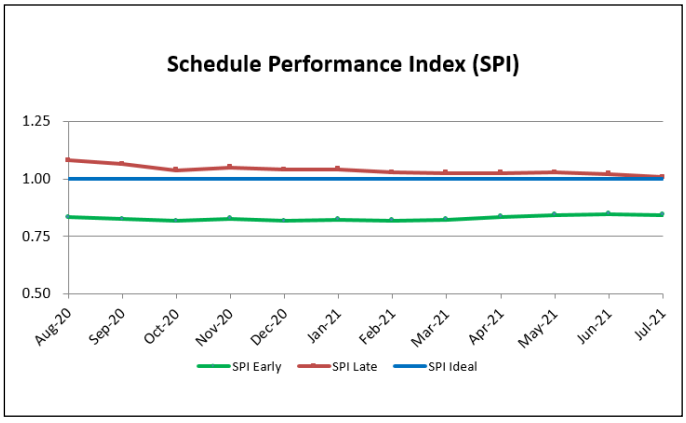


Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.84 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (decrease from last period).

The SPI indicates progress is trending behind the optimistic schedule dates, but close to plan compared to the late dates.



Work Zone Overview

Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Complete 148th garage Mechanical, Electrical, and Plumbing (MEP) rough-in on levels 4 & 5.
- Continue Mechanically Stabilized Earth (MSE) wall construction.
- Continued 185th garage level 1 deck concrete placement.
- Continue placement of direct fixation track.

Closely Monitored Issues:

- Seattle City Light crew availability to supply on time power feeds for systems testing.
- Timing of receipt of all permits necessary for construction from third parties.
- Number of field changes due to design deficiencies.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$763,009,220
Current Contract Value	$851,156,478
Total Actual Cost (Incurred to Date)	$465,356,956
Percent Complete	51.1%
Authorized Contingency	$43,762,892
Contingency Drawdown	$11,158,214
Contingency Index	2.0

148th garage progress

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

Current Progress

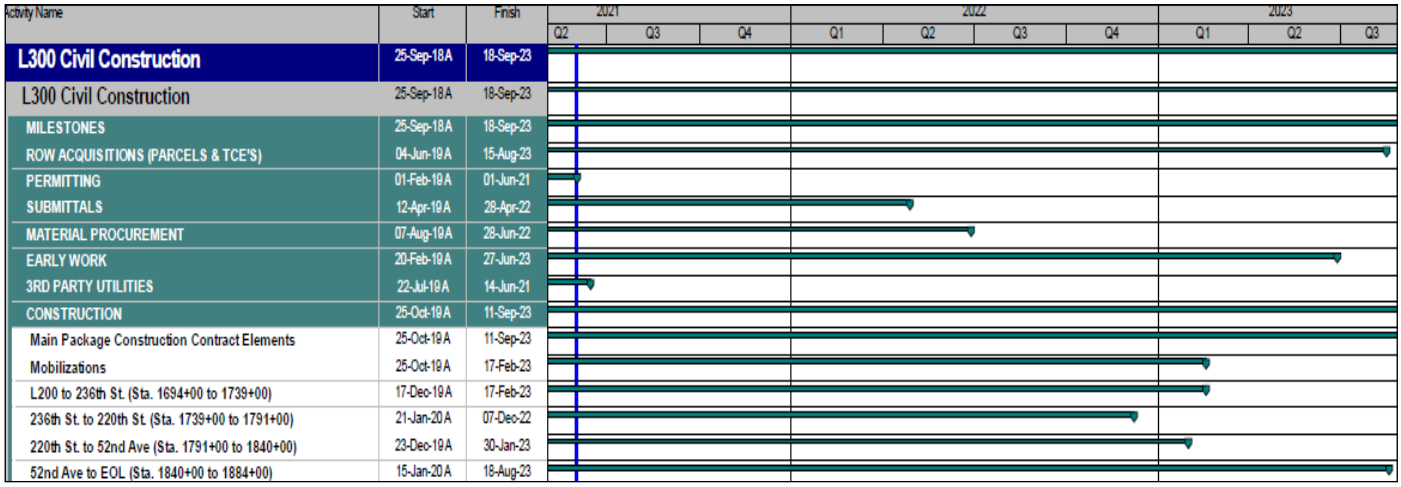
The L300 Contractor, Skanska, is continuing work on site as follows:

- Completed slab-on grade and concrete placements at the Lynnwood City Center garage, and began forming first elevated deck.
- Continued stairwell, elevator and escalator foundations and walls at the Mountlake Terrace and Lynnwood stations.
- Continued formwork and reinforcing for the I-5 overcrossing.
- Continued mass excavation along I-5 near 212th Street SW for electrical vaults and the future Traction Power Substation.
- Continued soil nail and cast-in-place wall construction.
- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.

Schedule Summary

ST received Skanska's June update in early August. The schedule represents an extensive revision, primarily, of the Stations and Garages (3,435 new activities). As a result the ST's construction management team performed an extensive review. The schedule has been returned, with no resubmission required, to the contractor. ST is working with Skanska to get submission of both July and upcoming August updates as soon as possible.

Activity Name	Start	Finish
L300 Civil Construction	25-Sep-18 A	18-Sep-23
L300 Civil Construction	25-Sep-18 A	18-Sep-23
MILESTONES	25-Sep-18 A	18-Sep-23
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19 A	15-Aug-23
PERMITTING	01-Feb-19 A	01-Jun-21
SUBMITTALS	12-Apr-19 A	28-Apr-22
MATERIAL PROCUREMENT	07-Aug-19 A	28-Jun-22
EARLY WORK	20-Feb-19 A	27-Jun-23
3RD PARTY UTILITIES	22-Jul-19 A	14-Jun-21
CONSTRUCTION	25-Oct-19 A	11-Sep-23
Main Package Construction Contract Elements	25-Oct-19 A	11-Sep-23
Mobilizations	25-Oct-19 A	17-Feb-23
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19 A	17-Feb-23
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20 A	07-Dec-22
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19 A	30-Jan-23
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20 A	18-Aug-23

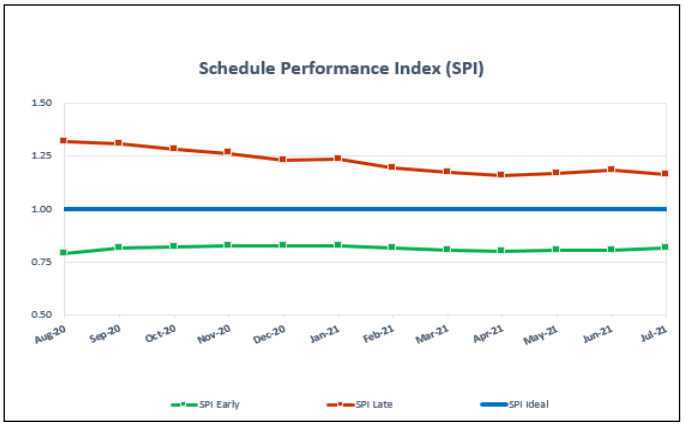


Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.82 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.16 (decrease from last period).

The SPI trends indicate progress is trending behind the optimistic schedule dates, but work is progressing well compared to the late dates of the schedule.



Work Zone Overview

Next Period's Activities

- Continue platform decking and track slab concrete placements at the Mountlake Terrace and Lynnwood stations.
- Continue deck at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue soil nail and cast-in-place wall construction.
- Continue Mechanically Stabilized Earth (MSE) retaining wall construction.

Closely Monitored Issues

- Potential unsuitable soil conditions at wall foundations.
- Culture of the project including new staff's lack of GC/CM contracting experience.
- Number of field changes due to design deficiencies.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$790,882,534
Current Contract Value	$847,769,165
Total Actual Cost (Incurred to Date)	$390,030,794
Percent Complete	46.3%
Authorized Contingency	$42,888,048
Contingency Drawdown	$12,769,165
Contingency Index	1.6

Placing concrete for slab on grade at Lynnwood Garage

Contract L800 Lynnwood Link Systems GC/CM

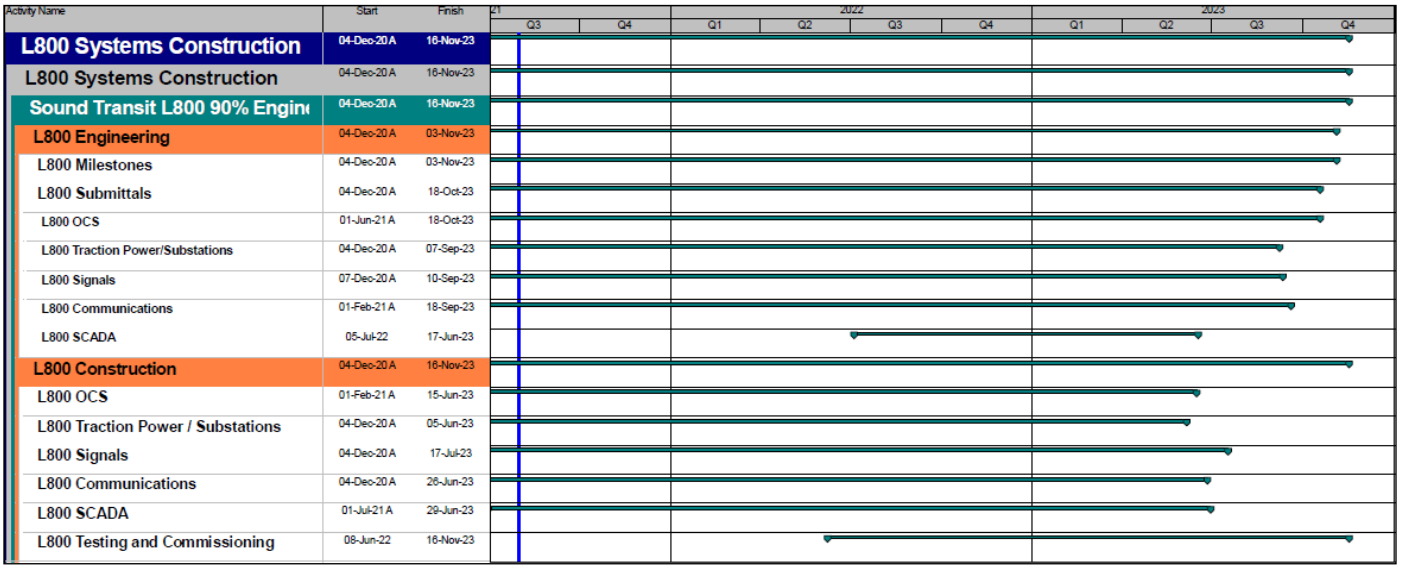
Current Progress

The L800 Contractor, Mass Electric Construction Company, is continuing work as follows:

- Continued working on engineering submittals and subcontract packages.

Schedule Summary

The L800 July schedule update, forecasts a 16 day late contract completion of Sept. 25, 2023. The critical path is now driven by TPSS submittals. Submittals for TPSS components are currently undergoing multiple revisions. ST is continuing to monitor the progress, as well as looking for opportunities to improve the overall work plan.

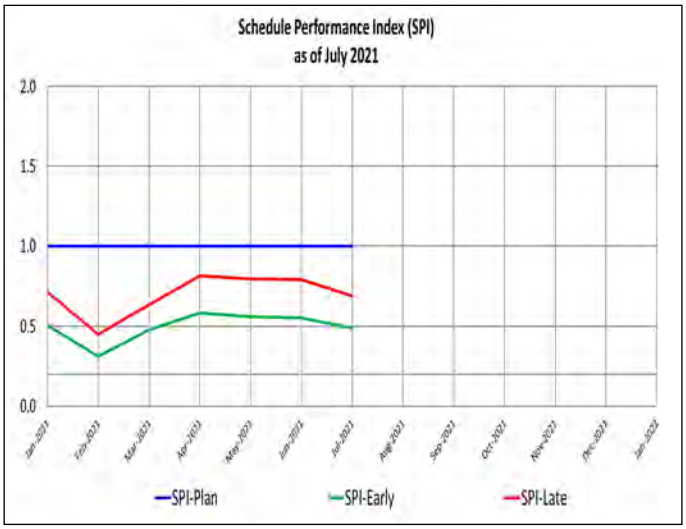


Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.42 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.69 (decrease from last period).

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates. Engineering submittals were planned very optimistically in the baseline schedule, and have not been completed as quickly as planned.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as TPSS units and Signal Houses.
- Monitoring the completion of civil package work for any potential delays to hand over to system contractor.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$0
Current Contract Value	$148,000,000
Total Actual Cost (Incurred to Date)	$13,641,027
Percent Complete	12.9%
Authorized Contingency	$10,360,000
Contingency Drawdown	$0
Contingency Index	N/A

Representative Traction Power Substation (TPSS) unit.

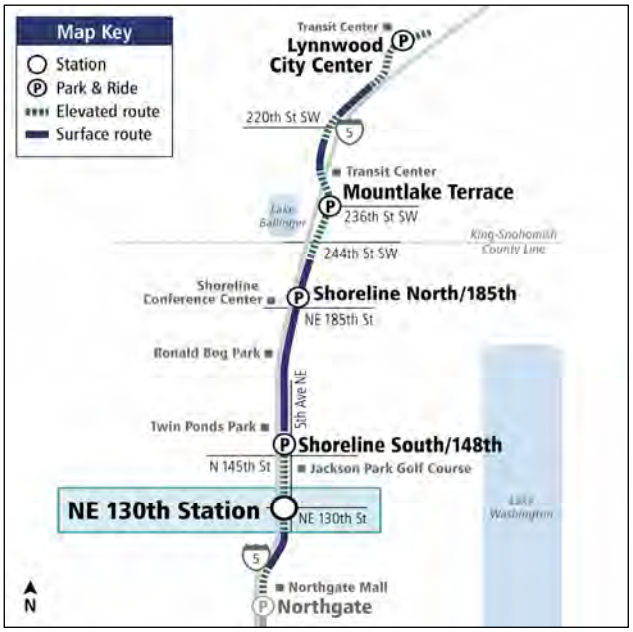
Project Summary

Scope Construct foundation and substructure elements and complete final design for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Phase Final Design / Early Construction

Budget $28.9 Million

Schedule Open for Service date will depend on future Board direction.



Map of Project Alignment

Key Project Activities

- Continued final design for D2 and D3 packages; reaching 100% for the civil D3 design package this period.
- D3 Systems 90% design package is complete.
- Continued deck and diaphragm erection as part of the C1 construction package (foundation and substructure).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in both tables are shown in millions. In July 2021, $0.7M was incurred. The major project expenditures were for construction services, final design and staffing.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$1.6	$1.7	$3.6	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$10.8	$7.5	$6.7	$10.8	$0.0
Construction Services	$2.1	$1.6	$1.0	$2.1	$0.0
3rd Party Agreements	$1.0	$0.7	$0.4	$0.9	$0.0
Construction	$8.5	$5.4	$3.0	$8.5	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$28.9**	**$19.6**	**$15.4**	**$28.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

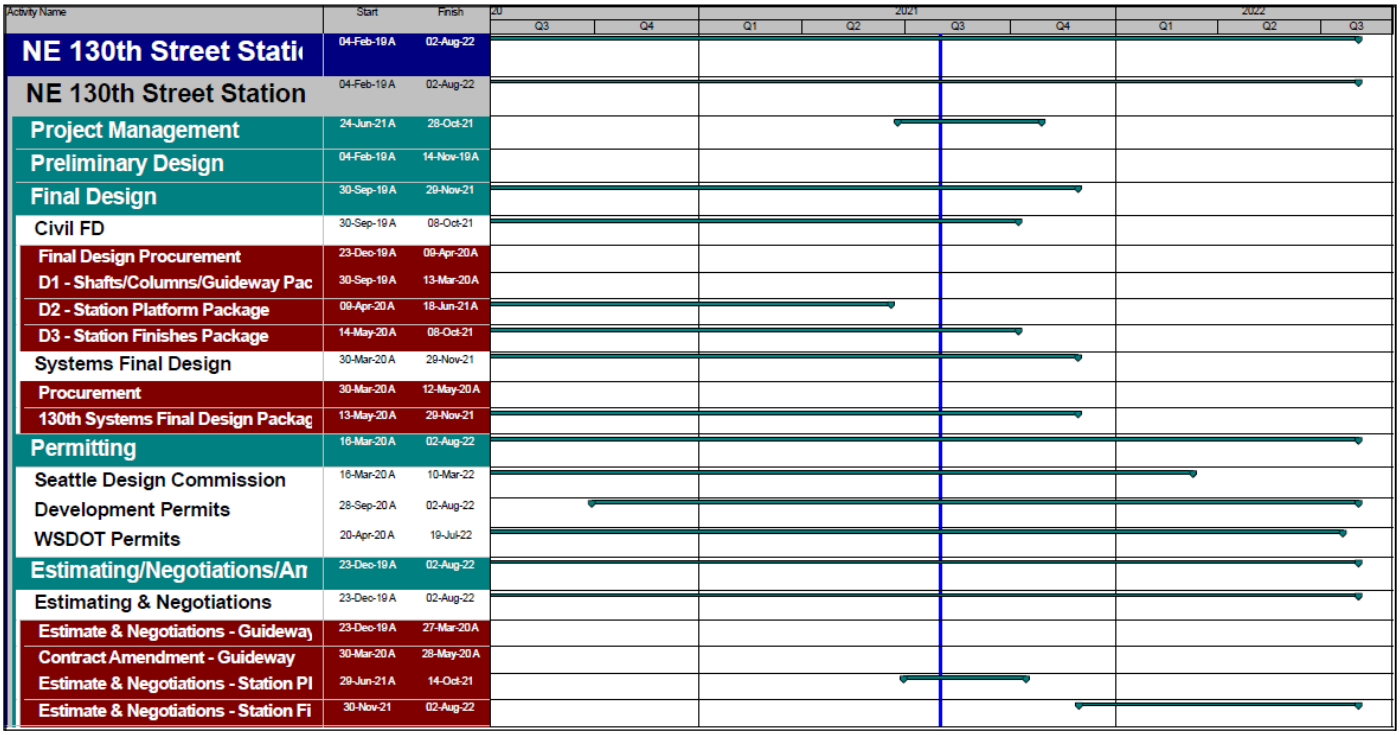
The following are the top project risks identified:

- AHJ may request additional access enhancements beyond what was budgeted.
- Local permitting authorities may require additional right-of-way improvements that require time to incorporate.
- Code changes in occupancy density may impact exiting and stair / conveyance configuration late in design.
- Local electrical utility supplier may need to construct additional upgrades to the power infrastructure to supply the station.
- Implications of station partial-build scenario may impact the C2 package drawings.

Project Schedule

Design for the station remains on schedule, with the IFC package for D2 completed. Permitting activities for the building, WSDOT utility and Street Improvement permits continue to be refined and are under way.

Construction of the initial construction package for C1 is ongoing with deck & diaphragm work. The next major milestone remains the ST Board decision to continue early advancement of the project, planned in Q4 2021.



Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Preparing for another online open house planned in September.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE Monthly Average through the end of July is above the Planned FTE Monthly Average, with more design staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.5	4.0	(0.5)
Consultants	19.5	28.0	8.5
TOTAL	24.0	32.0	8.0

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Deck formwork

Contract Cost Summary

Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station design and sustainability reports.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	$1,570,864
Change Order Value	$4,761,170
Current Contract Value	$6,332,034
Total Actual Cost (Incurred to Date)	$6,049,787
Financial Percent Complete	95%
Authorized Contingency	$852,485
Contingency Drawdown	$383,575
Contingency Index	1.7

Systems Final Design Overview

Sound Transit executed an amendment with LTK Engineering to perform systems final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating. This period, the systems final design team continued development of the 90% set of documents based on the civil deliverables.

Present Financial Status	Amount
LTK– Systems Final Design	
Original Contract Value	$299,332
Change Order Value	$823,076
Current Contract Value	$1,122,408
Total Actual Cost (Incurred to Date)	$602,930
Financial Percent Complete	54%
Authorized Contingency	$110,310
Contingency Drawdown	$0
Contingency Index	N/A

Construction Overview

Sound Transit executed an amendment to the Lynnwood Link L200 contract with Stacy & Witbeck-Kiewit-Hoffman JV (SKH) for the addition of drilled shafts, columns and crossbeams required for incorporation of the 130th Street station structure into the L200 guideway structure as an “integrated structure.” This is consistent with direction received from Sound Transit Board to progressively advance the station.

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	$5,000,000
Change Order Value	$0
Current Contract Value	$5,000,000
Total Actual Cost (Incurred to Date)	$2,924,361
Percent Complete	58%
Authorized Contingency	$500,000
Contingency Drawdown	$0
Contingency Index	N/A

Project Summary

Scope

Limits
The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.

Alignment
The extension begins at UW Station, continues under UW campus, then north to a portal at NE 94th Street, then transitioning to an aerial structure north to Northgate Mall.

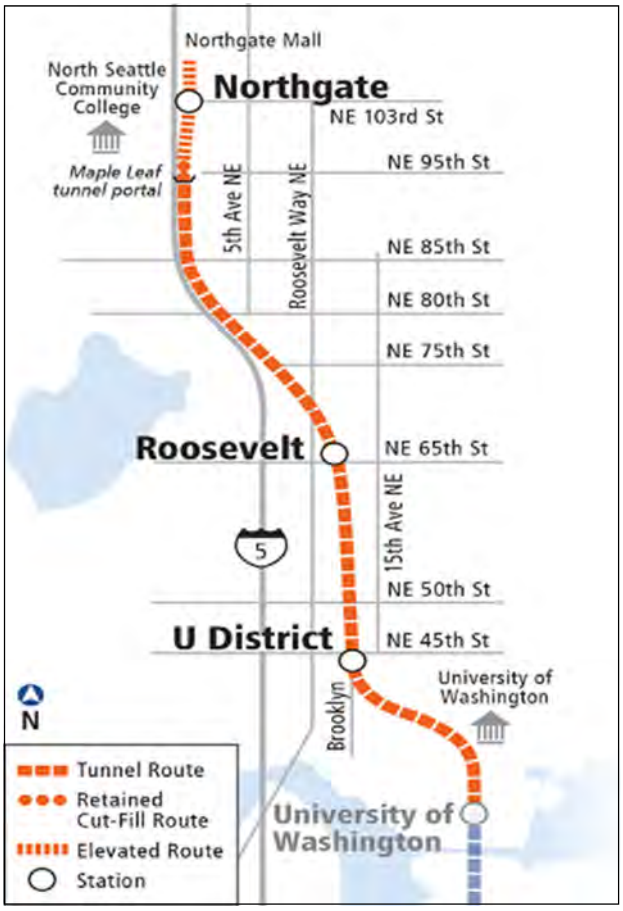
Stations
U District Station (UDS)
Roosevelt Station (RVS)
Northgate Station and Parking Garage

Systems
Signals, track electrification, and SCADA communications

Phase
Construction

Budget
$1.899 Billion

Schedule
Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140):** Commissioning testing on the Fire Alarm Control Panel and Access Control is pending completion of N830 work.
- **Roosevelt Station (N150):** Contractor continues punchlist items and preventative maintenance activities.
- **Northgate Station (N160): Station:** Absher continues work on punchlist corrections and is currently 99% complete with the punchlist.
- **Systems (N830):** Public Announcement testing is complete. Steady Arm installation is in progress, followed by live wire testing with light rail vehicles. Four out of five Train Start Tests completed. Signaling and Supervisory Control and Data Acquisition (SCADA) training completed, Communication and Power training commenced.
- **Environmental:** Environmental and safety site walks conducted on all Northgate contracts.

Closely Monitored Issues

N140, N150 and N160 – Coordinating Seattle Fire Department final inspection of Fire Suppression System.

N830 Systems – Project staff will presenting a motion for board authorization of the Amendment to Operations and Maintenance Agreement with University of Washington for Vibration and Magnetic Fields for the Northgate Link Extension.

Project Cost Summary

The project cost is summarized in two cost categories. The first table summarizes cost in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) for the project as of this reporting period is $1,847.3M, which is $52.5M below the current project budget, unchanged since last period. This period, approximately $3.3M was incurred, mostly on the active construction and construction management contracts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$144.9	$130.4	$96.5	$96.0	$124.9	$5.5
Preliminary Engineering	$15.1	$15.1	$15.1	$15.1	$15.1	$0.0
Final Design	$132.2	$137.2	$120.8	$119.3	$132.0	$5.2
Construction Services	$118.3	$118.3	$104.1	$103.4	$111.8	$6.6
3rd Party Agreements	$11.8	$11.8	$8.7	$7.5	$11.0	$0.8
Construction	$1,343.0	$1,352.5	$1,288.2	$1,270.7	$1,341.6	$11.0
ROW	$112.3	$112.3	$101.9	$102.0	$111.0	$1.3
Project Contingency	$22.2	$22.2	$0.0	$0.0	$0.0	$22.2
Total	**$1,899.8**	**$1,899.8**	**$1,735.3**	**$1,713.8**	**$1,847.3**	**$52.5**

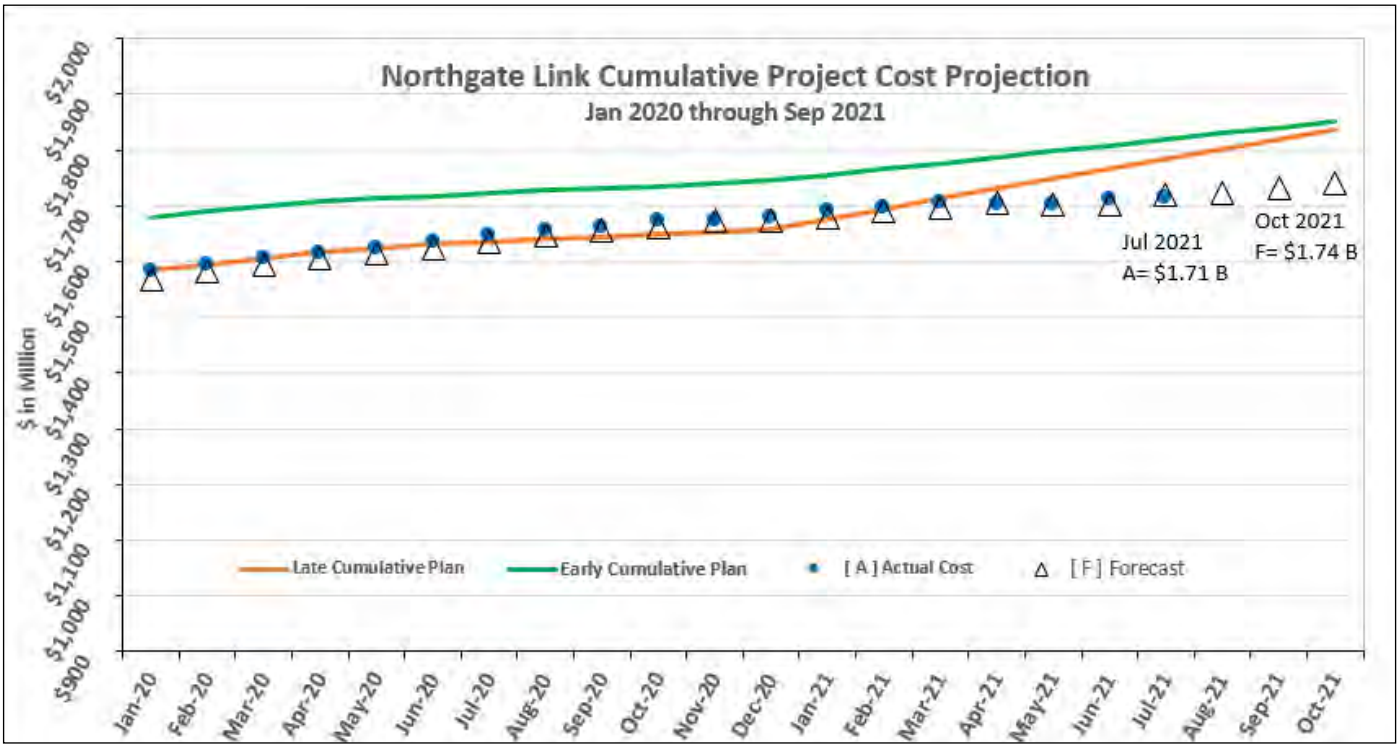
Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$595.6	$513.7	$517.4	$515.0	$521.3	-$7.6
20 Stations	$376.1	$441.2	$456.5	$452.5	$462.3	-$21.1
30 Support Facilities: Yard, Shop	$5.3	$6.1	$6.5	$6.5	$6.5	-$0.3
40 Sitework & Special Conditions	$140.8	$233.8	$181.4	$175.4	$187.7	$46.1
50 Systems	$110.9	$101.5	$109.9	$106.5	$117.2	-$15.7
Construction Subtotal (10 - 50)	**$1,228.7**	**$1,296.4**	**$1,271.7**	**$1,255.9**	**$1,295.0**	**$1.4**
60 Row, Land, Improvements	$119.9	$110.9	$101.9	$102.0	$111.0	-$0.1
70 Vehicles	$0.0	$0.0	$0.2	$0.2	$0.2	-$0.2
80 Professional Services	$420.7	$424.6	$361.5	$355.8	$423.9	$0.7
90 Contingency	$130.4	$67.9	$0.0	$0.0	$17.3	$50.7
Total (10 - 90)	**$1,899.8**	**$1,899.8**	**$1,735.3**	**$1,713.8**	**$1,847.3**	**$52.5**

Project Cash Flow Projection

The Northgate Link cost aligns with the planned expenditures as construction activities continue.

Total project cost to date reached $1.71B of which about $1.27B (74%) is attributed to construction. The project cost is forecast to reach $1.74B by October, 2021, by the time the project opens for Revenue Service.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The top project-wide risks are:

- Electrical issue at EMI cable splice may have additional consequences or require a complicated fix.
- Coordination or inspection issues could occur with SDCI related to closing out of permits.
- Two light poles require relocation which requires coordination with SCL.
- Delay final SIT test (506) until Pre-Revenue Service which causes disruption or delay of service, testing, or closeout of documentation. Risk is since this is one of the last activities, any bugs may cause schedule delays.
- Live wire arcing in the tunnels may delay testing of LRVs. This may or may not impact RSD.
- Seattle Department of Construction and Inspections (SDCI, or formerly DPD) or Seattle Fire Department will revise fire and life safety codes, or there may be other issues such as different code interpretations that result in additional ventilation, egress, or mechanical and electrical requirements at stations.
- Electrical distribution system was not fully coordinated throughout the tunnel and the station interface, which resulted in some scope gap. This will result in a potential fix and project wide change for N830 and the civil contracts.
- Late design changes from Systems or 3rd parties (Civil/Operations) may delay systems work or impact coordination and integration.

Contingency Management

The Northgate Link project budget was baselined in 2012 with a total contingency of $396.2M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA has been fully depleted and all major contracts have been awarded.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

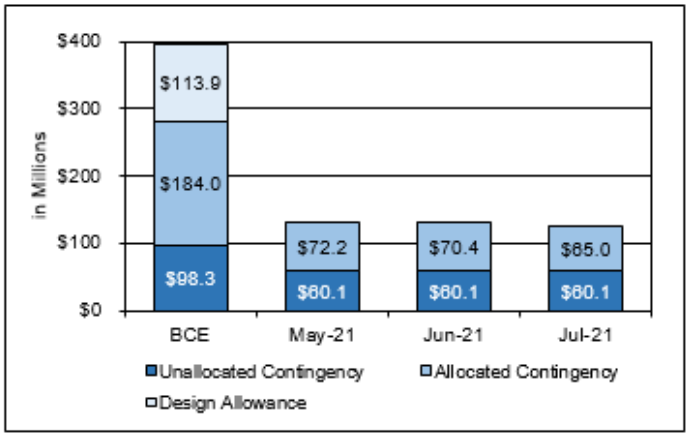
In this period, AC reduced by $5.3M due to construction change orders. UAC remained unchanged. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)

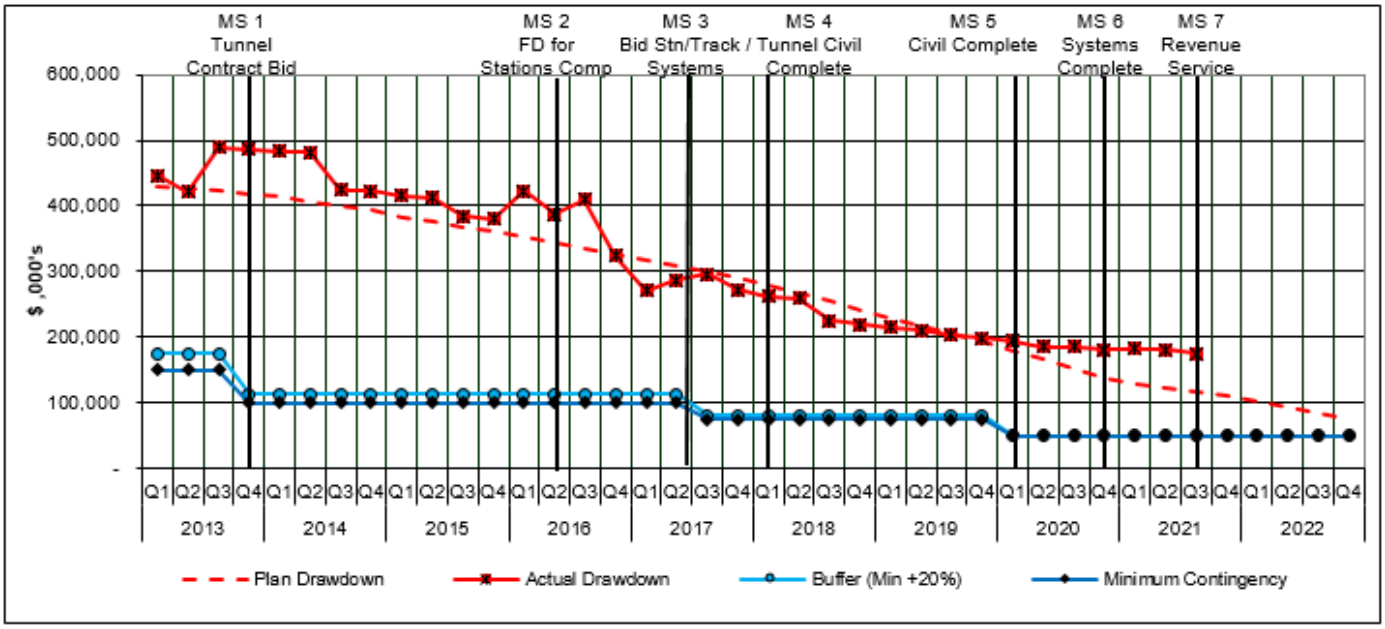
Type	Baseline		Currrent Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$113.9	6.0%	$0.0	0.0%
Allocated Contingency	$184.0	9.7%	$65.0	48.7%
Unallocated Contingency	$98.3	5.2%	$60.1	45.0%
Total:	**$396.2**	**20.9%**	**$125.1**	**93.8%**

Table figures are shown in millions.

Contingency by Type

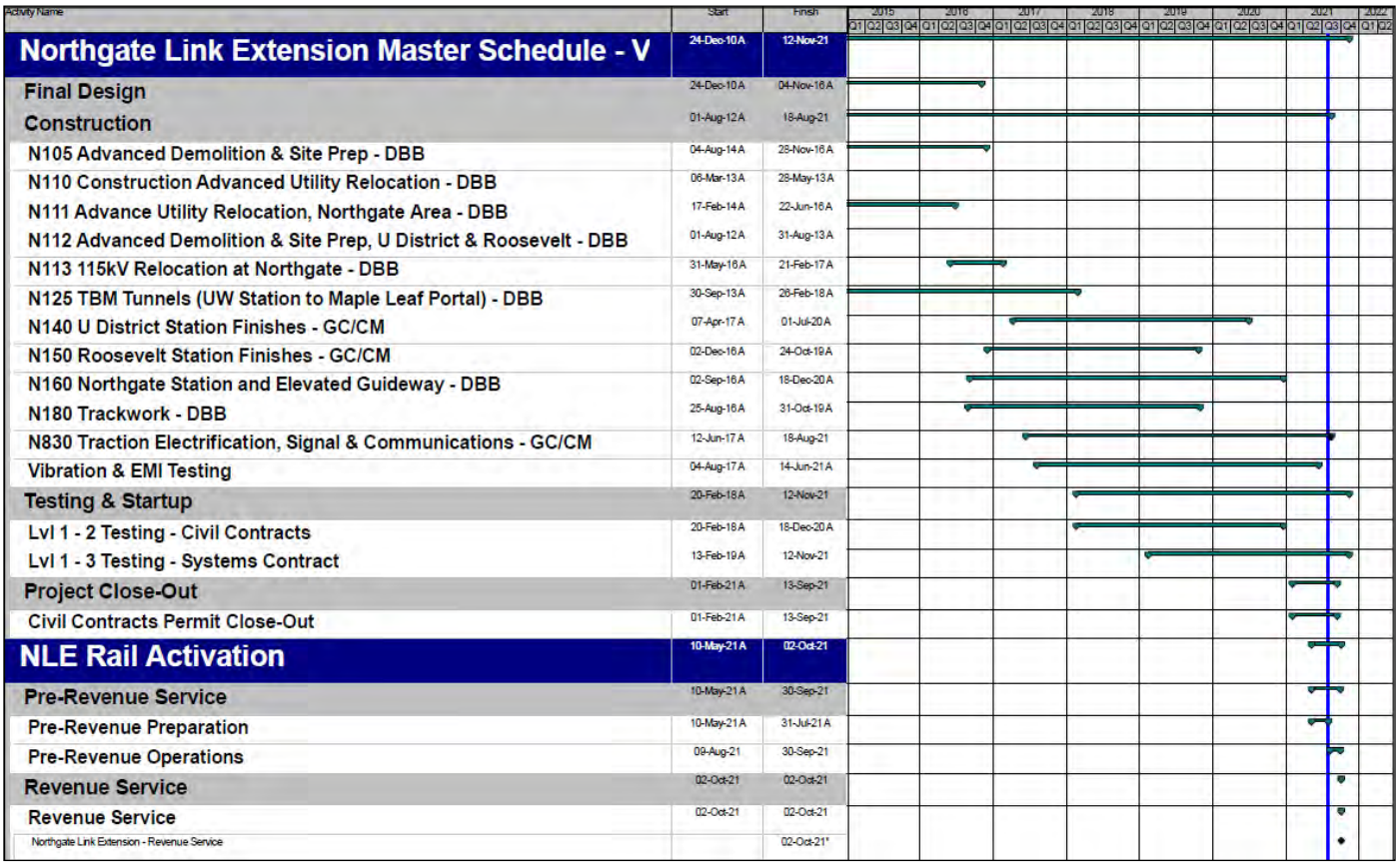


Contingency Drawdown (Quarterly)



Project Schedule

In July 2021, the physical percent complete for all Northgate Link construction contracts is at 99.2%, adjusted for changes. The civil contracts are working toward closeout of permits and obtaining TCO's. The Systems contract is working toward completion of Integrated Testing and the start of Pre-Revenue testing. The October 2, 2021, Opening Day remains the current forecast date, with the project team continuing to plan for that date.



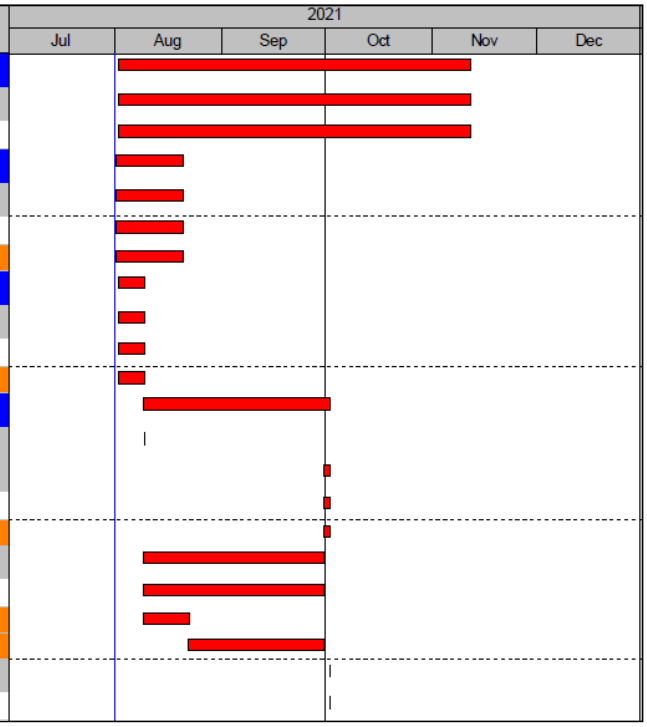
Activity Name	Start	Finish
Northgate Link Extension Master Schedule - V	24-Dec-10 A	12-Nov-21
Final Design	24-Dec-10 A	04-Nov-16 A
Construction	01-Aug-12 A	18-Aug-21
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14 A	28-Nov-16 A
N110 Construction Advanced Utility Relocation - DBB	06-Mar-13 A	28-May-13 A
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14 A	22-Jun-16 A
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12 A	31-Aug-13 A
N113 115kV Relocation at Northgate - DBB	31-May-16 A	21-Feb-17 A
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13 A	28-Feb-18 A
N140 U District Station Finishes - GC/CM	07-Apr-17 A	01-Jul-20 A
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16 A	24-Oct-19 A
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16 A	18-Dec-20 A
N180 Trackwork - DBB	25-Aug-16 A	31-Oct-19 A
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	18-Aug-21
Vibration & EMI Testing	04-Aug-17 A	14-Jun-21 A
Testing & Startup	20-Feb-18 A	12-Nov-21
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18 A	18-Dec-20 A
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	12-Nov-21
Project Close-Out	01-Feb-21 A	13-Sep-21
Civil Contracts Permit Close-Out	01-Feb-21 A	13-Sep-21
NLE Rail Activation	10-May-21 A	02-Oct-21
Pre-Revenue Service	10-May-21 A	30-Sep-21
Pre-Revenue Preparation	10-May-21 A	31-Jul-21 A
Pre-Revenue Operations	09-Aug-21	30-Sep-21
Revenue Service	02-Oct-21	02-Oct-21
Revenue Service	02-Oct-21	02-Oct-21
Northgate Link Extension - Revenue Service		02-Oct-21*

Project Float is no longer being reported as the project has entered into Pre-Revenue Service, and the Revenue Service date is set for Oct 2nd, 2021. Please see the June 2021 Agency Progress Report for the final Northgate Float report.

Critical Path Analysis

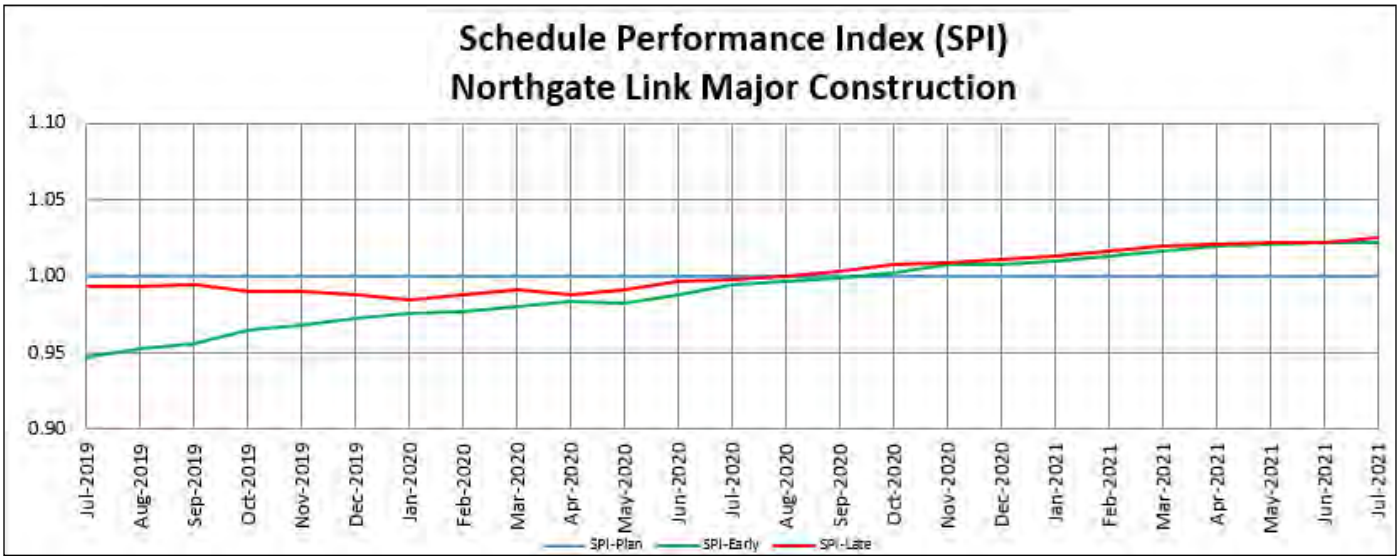
The critical path for Northgate Link is driven by the completion of System Integration Tests needed prior to the start of Pre-Revenue Testing. Pre-Revenue operations are scheduled to start August 16th with Planning for Opening day continuing to target October 2nd date.

Activity ID	Activity Name	Start	Finish
	Northgate Link Extension Master Schedule - V1	13-Feb-19 A	12-Nov-21
	Testing & Startup	13-Feb-19 A	12-Nov-21
	Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	12-Nov-21
	N160 - Northgate Station Finishes	31-Jul-19 A	20-Aug-21
	2.00 - Procurement	31-Jul-19 A	20-Aug-21
	2.40 - Long Lead Materials	31-Jul-19 A	20-Aug-21
	Long Lead Materials	31-Jul-19 A	20-Aug-21
	N830 - Northgate Systems Installation	17-May-21 A	09-Aug-21
	N830 Project	17-May-21 A	09-Aug-21
	N830 Construction	17-May-21 A	09-Aug-21
	N830 Testing and Commissioning	17-May-21 A	09-Aug-21
	NLE Rail Activation	09-Aug-21	02-Oct-21
	TASK 00 - Transition To Operations - Project Del	09-Aug-21	09-Aug-21
	TASK 10 - Public Information/Relations	30-Sep-21	02-Oct-21
	Plans & Procedures, Rider Information Plan	30-Sep-21	02-Oct-21
	Opening Ceremony and Events	30-Sep-21	02-Oct-21
	Pre-Revenue Service	09-Aug-21	30-Sep-21
	Pre-Revenue Operations	09-Aug-21	30-Sep-21
	Operator Preparation	09-Aug-21	22-Aug-21
	Simulated Revenue Service/Drills/Upsets	22-Aug-21	30-Sep-21
	Revenue Service	02-Oct-21	02-Oct-21
	Revenue Service	02-Oct-21	02-Oct-21



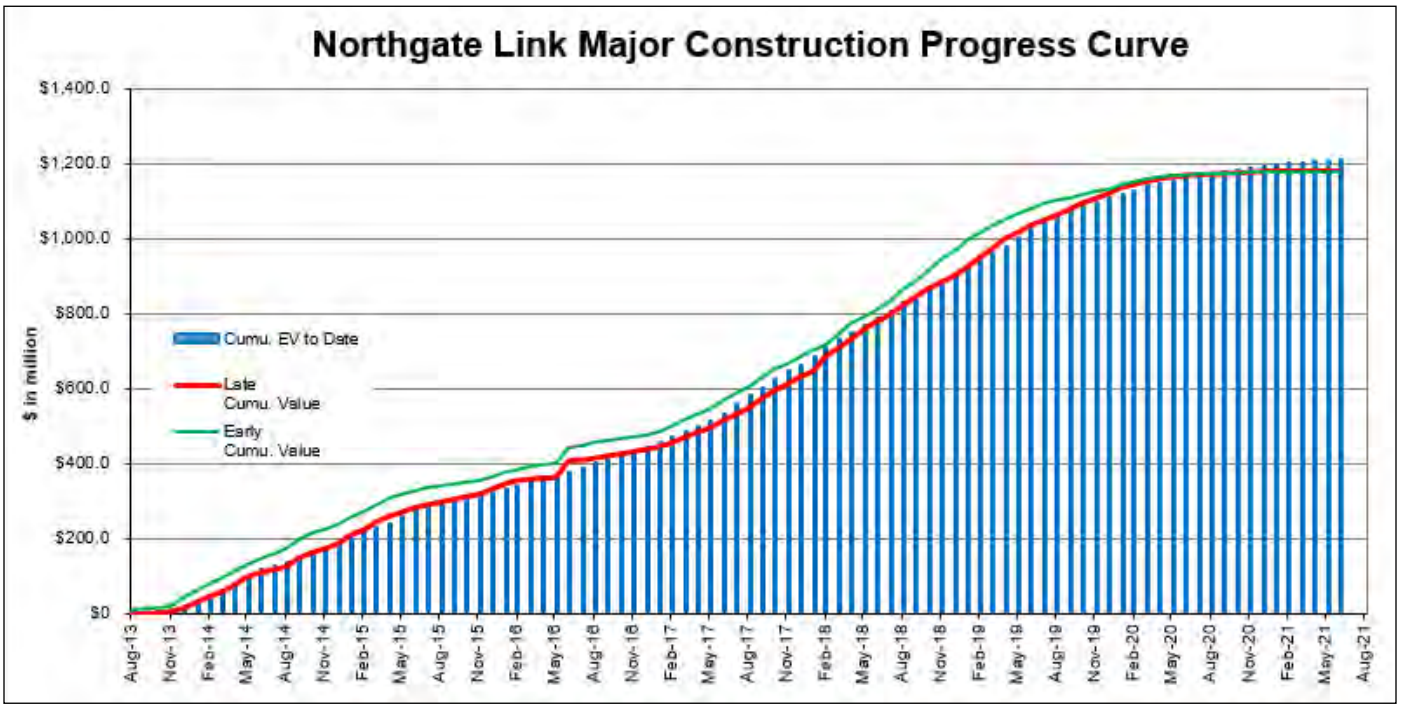
Schedule Performance Index

The early Schedule Performance Index (SPI) for the project remained at 1.02 for this period, and the late SPI remained at 1.02, showing that in general, performance remains on, or very close to plan.



Cost Progress Analysis

Overall Northgate Link major construction percent complete analysis is based on a weighted measurement among the six major construction contracts' schedules, durations and costs. The graph below shows the aggregate cost progression for these construction contracts is trending toward the early projection as drawn from the master schedule.



Community Engagement

- Participated in Northgate Pedestrian Bridge Coordination Meeting.
- Hosted one community photo shoot at Northgate Station for opening marketing signage.
- Answered emails and phone calls regarding Northgate Link opening date, bus restructures and connections.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects actuals from January 2021 till current reporting month. Project staff support has scaled down faster than anticipated as major civil construction contracts near completion. For the 29 consultant FTEs, we planned for 4 design (including Design Services during Construction) and 25 for construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	30	(12)
Consultants	29	29	0
TOTAL	71	59	(12)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
M2021-42	Amendment to Operations and Maintenance Agreement with University of Washington for Vibration and Magnetic Fields for the Northgate Link Extension	07/02/2021
M2021-41	Second Amendment to Condo Declaration with the University of Washington for U District Station Condominium as part of the Northgate Link Extension	07/02/2021

Construction Safety [FINAL] *

Data/Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0.00	1.00	115.00
Days Away From Work Cases	0.00	0.00	6.00
Total Days Away From Work	0.00	0.00	397.00
First Aid Cases	0.00	0.00	187.00
Reported Near Mishaps	0.00	1.00	147.00
Average Number of Employees on Worksite	0.00	-	-
Total # of Hours (GC & Subs)	0.00	28,155.00	5,224,389.00
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0	7.1	2.2
LTI Rate	0	0	0
Recordable National Average	**2.8**		
LTI National Average	**1.1**		
Recordable WA State Average	**5.7**		
LTI WA State Average	**2**		

Note: *Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

***** *This is the **final report** on Construction Safety as the project has entered into Pre-Revenue Service, and the Revenue Service date is set for Oct 2nd, 2021*

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

N105 Advance Demolition and Site Prep - Demolition of Key Bank Building, removal of underground storage tanks and remediation of contaminated soil at UDS. Demolition site and site prep at strip mall near the NG Station. (Complete)

N111 Advanced Utility Relocation at Northgate Area - Relocation of 26kV and communication lines at the Northgate Station vicinity. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area. (Complete)

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations. (Complete)

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station (Substantially Complete)

N150 Roosevelt Station Finishes – Civil and architectural finishes work for the Roosevelt Station (Substantially Complete)

N160 Northgate Station & Elevated Guideway & Parking Garage - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track. Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N180 Trackwork - Installation of all trackwork through two tunnels and three stations between UW Station and Northgate Station, including tail track. (Substantially Complete)

N830 Track Electrification, Signals, Communication System - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications.

Northgate Station South Ancillary Art Work Installed

Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion on April 3, 2020. Hoffman focused on the following activities through the end of July:

- Completed elevator alteration permit work.
- Completed tile installation for Fare Paid Zone.
- Completed cross passage electrical work and tunnel cross passage inspections.

Next Period's Activities

- Continued preventative maintenance activities.
- Continue the installation of a drip pan at the platform ceiling to direct any water from leaks down to track drain.
- Continue work on change management and close-out documentation.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	$159,836,688
Change Order Value	$ 18,334,528
Current Contract Value	$ 170,625,712
Total Actual Cost (Incurred to Date)	$ 170,283,880
Percent Complete	99.9%
Authorized Contingency	$ 18,914,559
Contingency Drawdown	$ 18,334,528
Contingency Index	1.1

Contract N150 – Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion on September 24, 2019. Hoffman focused on the following activities through the end of July:

- Completed the Fare Paid Zone tile work.
- Added fire alarm devices as required by Seattle Fire Department (SFD)
- Continued preventative maintenance activities.

Next Period's Activities

- Complete re-inspection of fire alarm devices installed as required by SFD.
- Continue work on change management and close-out documentation.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	$152,291,184
Change Order Value	$ 18,334,528
Current Contract Value	$ 70,625,712
Total Actual Cost (Incurred to Date)	$ 170,002,531
Percent Complete	99.9%
Authorized Contingency	$ 18,914,559
Contingency Drawdown	$ 18,334,528
Contingency Index	1.0

Contract N160 – Northgate Station, Elevated Guideway, and Parking Garage

Current Progress

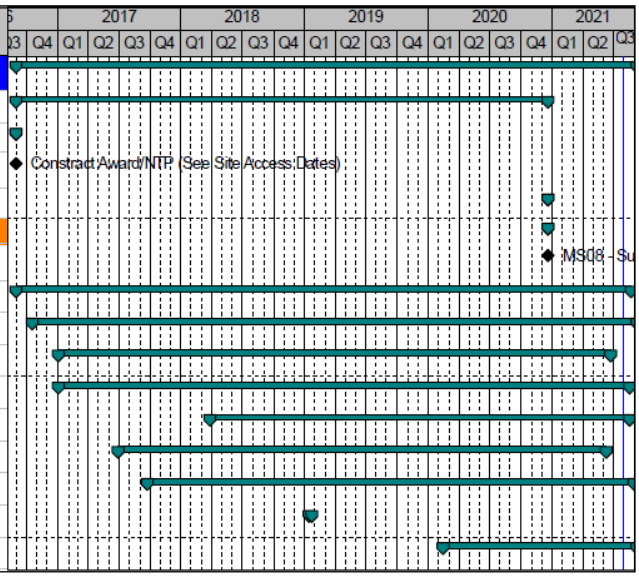
The N160 prime contractor, Absher Construction, and its various subcontractors are continuing work in all areas of the project. Accomplishments through the end of July include:

- Partial Substantial Completion (SC) was granted with a punchlist of the completed inspections. The remaining areas, which were not ready for SC, have now been inspected and added to the punchlist.
- Partial Acceptance is being granted as of July 30th, 2021.
- Continued work at Main Station - Testing, Station cleaning, reinstallation of ceiling panels, touch-up paint work
- Continued to work on rain garden curbs, placing formwork and replaced remaining tree grates.

Schedule Summary

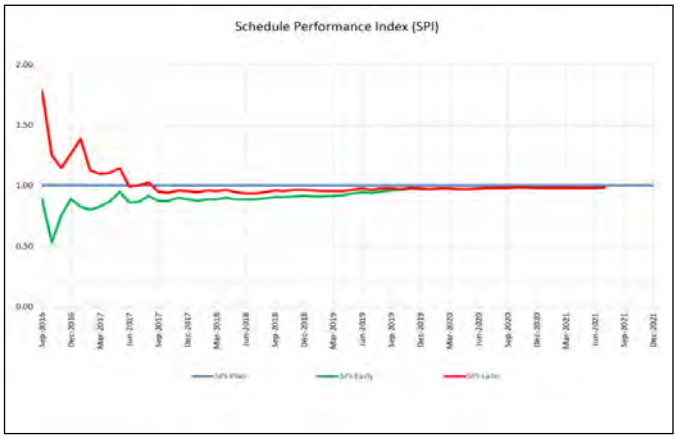
The project schedule update for July extends closeout of the project into September. Overall progress for the contract increased to 99%. The bulk of punchlist items are complete, with the remaining tasks consisting of changes. Absher will only submit a Final As-Built schedule.

Activity Name	OD	RD	Start	Finish
N160 - Northgate Station Finishes	1282	27	01-Sep-16 A	08-Sep-21
1.00 - General Requirements	1087	0	01-Sep-16 A	18-Dec-20 A
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A
Constract Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A	
1.20 - Contractual Milestones	0	0	18-Dec-20 A	18-Dec-20 A
Absher Contract Milestones	0	0	18-Dec-20 A	18-Dec-20 A
MS08 - Substantial Completion [Site Access+1201d; 10/17/16, then by 1/30/20] Rev to 5/23/20 (CO-271)	0	0		18-Dec-20 A
2.00 - Procurement	791	15	02-Sep-16 A	20-Aug-21
3.00 - Preparatory Work	861	27	17-Oct-16 A	08-Sep-21
4.00 - Earthwork & Utilities	874	0	04-Jan-17 A	25-Jun-21 A
5.00 - Guideway (inc. Station Unit)	1181	13	03-Jan-17 A	18-Aug-21
6.00 - Station Finishes	970	13	27-Mar-18 A	18-Aug-21
7.00 - Garage	999	0	27-Jun-17 A	09-Jun-21 A
8.00 - At-Grade Restoration	999	23	22-Sep-17 A	01-Sep-21
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A
10.00 - Project Close-out	400	27	13-Feb-20 A	08-Sep-21



Schedule Performance Index

This period, the SPI early is 0.99 (0.01 increase from last period) and the SPI late is at 0.99 (0.01 increase from last period), indicating slight change in performance since last month. However, the indices indicate that the contractor continues performing slightly behind plan when compared to the baseline schedule. Overall work progress has remained within 0.01 of its current trend over the last year.



Next Period's Activities

- Garage Warranty Work - continuing wall injections to seal Level B4
- North Ancillary/Plaza—Restoration of area around L9.
- Main Station - Strip raingarden curbs, installing benches, escalator maintenance, final cleaning throughout Station.
- South Plaza - Completion of Tree grate repair.
- MLP South - continue working with Automated Gates on three remaining ACR locations.
- Site drainage/Utility work - Installation of crosswalk pushbutton on south side, resuming work on L2 and L9 light pole relocations.
- WSDOT Areas and Tree Mitigation Site - Repair of slope erosion to be scheduled. Plant replacements to take place in October.

Closely Monitored Issues

Schedule

- Completion of ACR testing.
- Final SFD inspection, which will follow N140 and N150.

Quality

- Completion of NCRs 20-023 to 21-030 issued.
- New water leaking in Garage elevator pits.

Safety

- Gravitec recertification of fall protection is being handled by Ops. Testing of added D-rings will be done by Kleinfelder

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	$ 174,000,000
Change Order Value	$ 18,347,269
Current Contract Value	$ 192,347,269
Total Actual Cost (Incurred to Date)	$ 189,641,311
Percent Complete	99.1%
Authorized Contingency	$ 20,400,000
Contingency Drawdown	$ 18,347,269
Contingency Index	1.1

Station South Ancillary - Art Work Installed

Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones on October 31, 2019.

Final contract change order was executed in December and ST is now awaiting final billing to proceed with closeout activities.

Next Period's Activities

- Continue with the Final Acceptance process in progress to fully meet the conditions of GC Article 9.08.A.(iii)
- Certification of the final invoice, process and payment to commence after the process stated above is completed.

Closely Monitored Issues

- Communication and coordination between contracts is ongoing, monitoring related activities to bring the contract to a successful close-out.

Cost Summary

Present Financial Status	Amount
N180 Contractor - Stacy and Witbeck, Inc.	
Original Contract Value	$71,455,950
Change Order Value	$ 4,017,015
Current Contract Value	$75,472,965
Total Actual Cost (Incurred to Date)	$75,472,965
Percent Complete	100.0%
Authorized Contingency	$10,718,393
Contingency Drawdown	$ 4,017,015
Contingency Index	2.67

Closeout activities continue

Contract N830 – Northgate Link Systems, Heavy Civil GC/CM

Current Progress

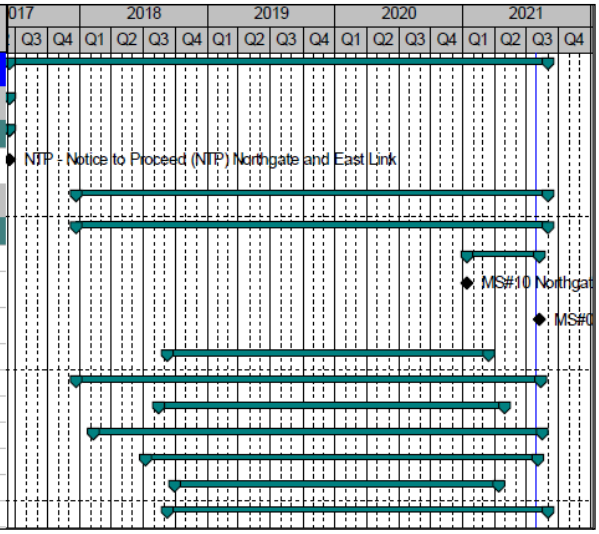
The N830 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Preformed testing on communication equipment at U District Station (UDS).
- Preformed testing on communication equipment at Roosevelt Station (RVS).
- Preformed testing on communication equipment, live wire testing, install PA system, and SIT testing at Northgate Station (NGS).

Schedule Summary

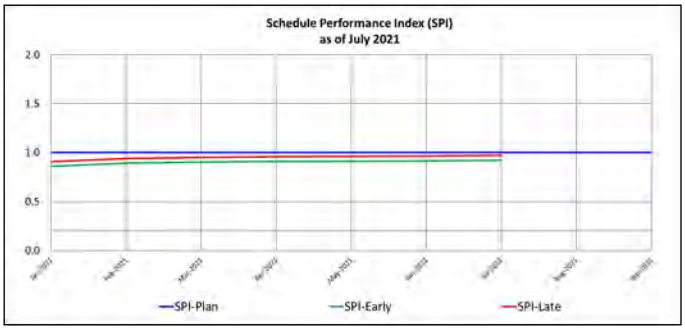
The N830 contractor's July 2021 update has been submitted and reviewed. The work is now 97.1% complete. The critical path for the contract continues to be driven by the SIT testing and subsequent completion of test reports. Work needed to complete for Pre-Revenue is now scheduled to complete mid-August. ST and MEC continue to work closely to coordinate the final testing activities and prepare for handover to ST Operations and Facilities.

Activity Name	OD	RD	Start	Finish
N830 - Northgate Systems Installation	1161	24	12-Jun-17 A	02-Sep-21
General	0	0	12-Jun-17 A	12-Jun-17 A
Key Dates	0	0	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	0	0	12-Jun-17 A	
N830 Project	1029	24	20-Dec-17 A	02-Sep-21
N830 Construction	1029	24	20-Dec-17 A	02-Sep-21
N830 Milestones	211	0	11-Jan-21 A	09-Aug-21
MS#10 Northgate: Completion of limited NG Systems from UoW to UD Stations for EMI (03/08/21)	0	0		11-Jan-21 A
MS#05 Northgate: Substantial completion of Northgate Link systems (05/31/21)	0	0		09-Aug-21
N830 OCS	577	0	10-Sep-18 A	15-Mar-21 A
N830 Traction Power / Substations Procurement	907	10	20-Dec-17 A	13-Aug-21
N830 Signals	616	0	15-Aug-18 A	30-Apr-21 A
N830 Communications	998	11	10-Feb-18 A	16-Aug-21
N830 Radio	801	1	09-Jul-18 A	02-Aug-21
N830 Trunk Fiber	589	0	28-Sep-18 A	16-Apr-21 A
N830 Testing and Commissioning	771	24	07-Sep-18 A	02-Sep-21


017
2018
2019
2020
2021
Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
NTP - Notice to Proceed (NTP) Northgate and East Link
MS#10 Northgat
MS#0

Schedule Performance Index

Performance for July is shown. May SPI-Early is 0.92 (an increase from last period) and the SPI-Late is 0.97 (an increase from last period).



Next Period's Activities

- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Performing Testing and Commissioning at Northgate Station, U District Station and Roosevelt Station.

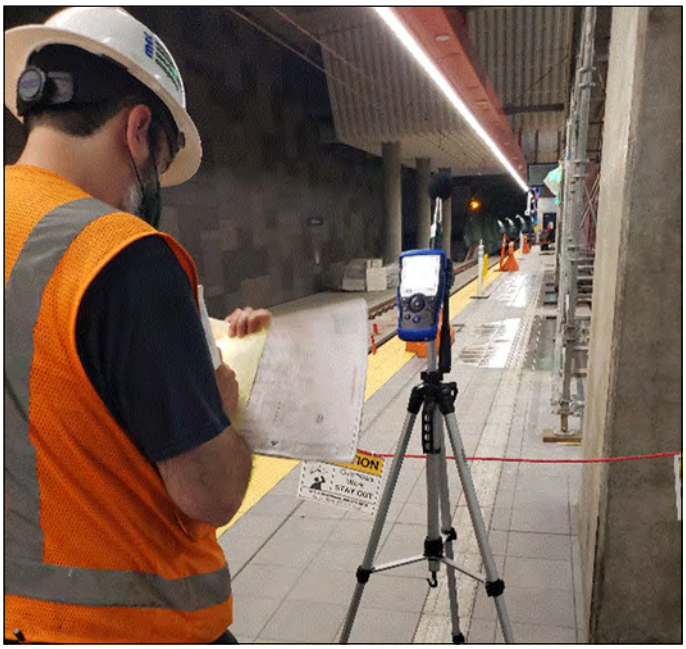
Closely Monitored Issues

- COVID-19 impacts continue to be fluid and is being monitored.
- Monitoring the completion of testing and commissioning the Train Control System (TCS).

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	$104,660,444
Change Order Value	$737,788
Current Contract Value	$105,398,231
Total Actual Cost (Incurred to Date)	$100,666,813
Percent Complete	97.1%
Authorized Contingency	$7,233,022
Contingency Drawdown	$737,788
Contingency Index	9.53

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents N830 Systems only.*



Communication system testing at University District Station.

Project Summary

Scope

Limits — Federal Way Transit Center to South Federal Way, Fife, East Tacoma, and Tacoma Dome

Alignment — The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations — South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)

Systems — Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)

Phase — Planning: Alternative Development/ Project Development

Budget — $125.7 Million for Preliminary Engineering Phase 1—Alternative Development Phase 2

Schedule — Revenue Service: Open for Service date will depend on Board direction from realignment process.

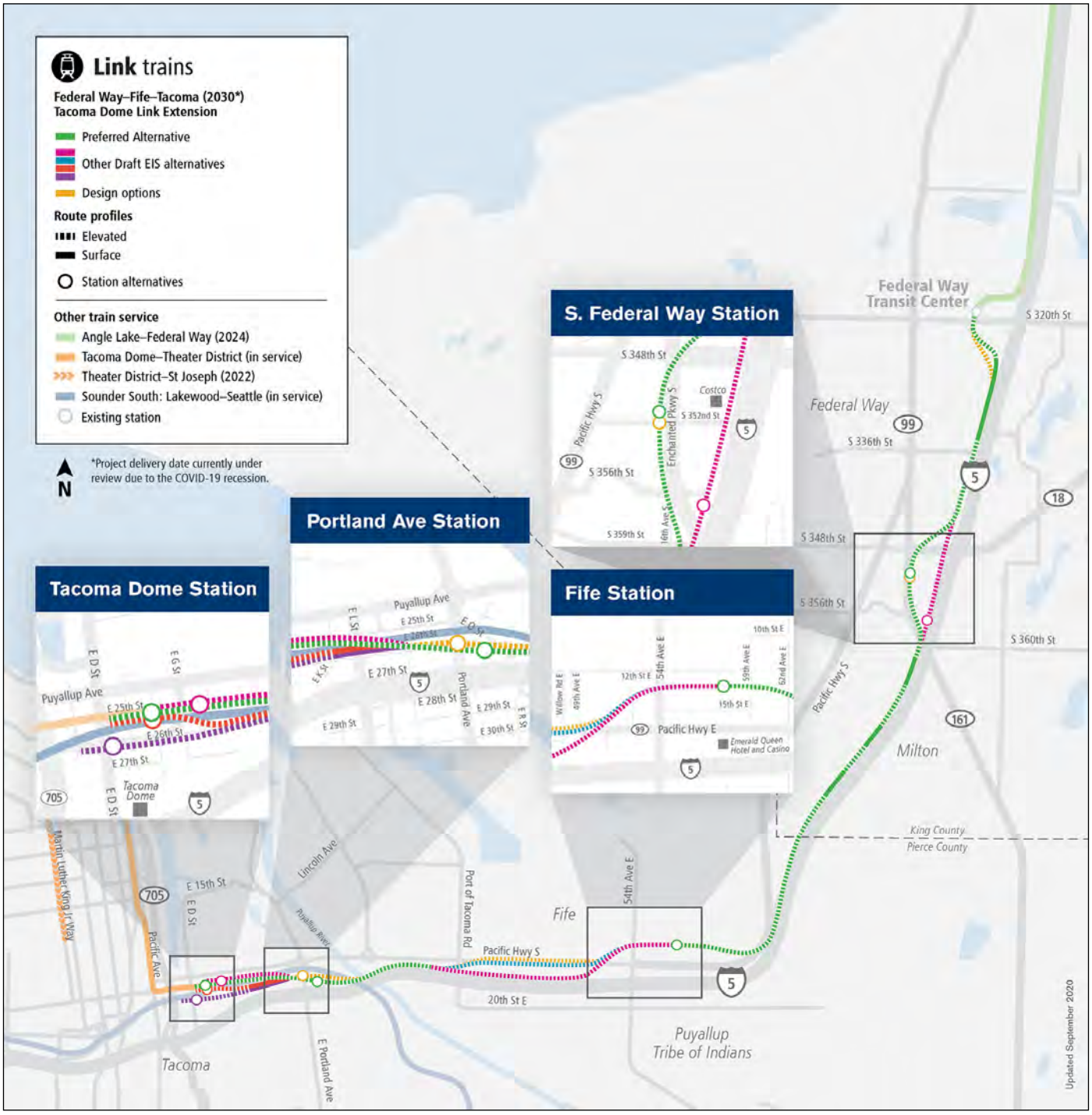
Map of Tacoma Dome Link Extension.

Key Project Activities

- TDLE – Continued discussion around the Phase 2 Change Order
- TDLE – Held meetings with the Interagency Group and the City of Tacoma
- TDLE – Continued discussions around potential cost savings
- TDLE – Continued discussion around ST2 parking program scope at Tacoma Dome Station
- TDLE – Convened a “Close to Sounder” non-transit use task force meeting
- OMF South - DEIS comment summary report being finalized
- OMF South – DEIS Engagement Summary Report being finalized
- OMF South - Title VI Facility Equity Analysis report initial draft reviews by ST Legal complete
- OMF South - Developed scope for change order extending consultant services and contract time to February 2022
- OMF South – Sustainability scope of work discussions initiated

Project Map

Graphic below depicts addition detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. Project expenditure year to date is 26% less than the planned budget in June.

The major variances are observed in Administration, PE, and Third Party phases. Selection of a preferred alternative by the ST Board was pushed out from May to September, and as a result of this postponement, ST staff and consultant burn rates were reduced, and planned Third Party review efforts were pushed back to align with the new deliverable dates. Also in ROW phase, fewer property owners were briefed than expected by Community Engagement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$26.8	$13.2	$13.1	$26.8	$0.0
Preliminary Engineering	$87.1	$48.8	$34.1	$87.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$6.4	$1.9	$0.8	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$5.4	$1.0	$0.3	$5.4	$0.0
Total	**$125.7**	**$64.9**	**$48.3**	**$125.7**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$4.4	$1.0	$0.3	$4.4	$0.0
80 Professional Services	$114.4	$63.9	$48.0	$114.4	$0.0
90 Unallocated Contingency	$6.9	$0.0	$0.0	$6.9	$0.0
Total (10 - 90)	**$125.7**	**$64.9**	**$48.3**	**$125.7**	**$0.0**

Risk Management

The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. Sound Transit will continuously monitoring project status and associated risks. ST will take mitigation actions for known risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

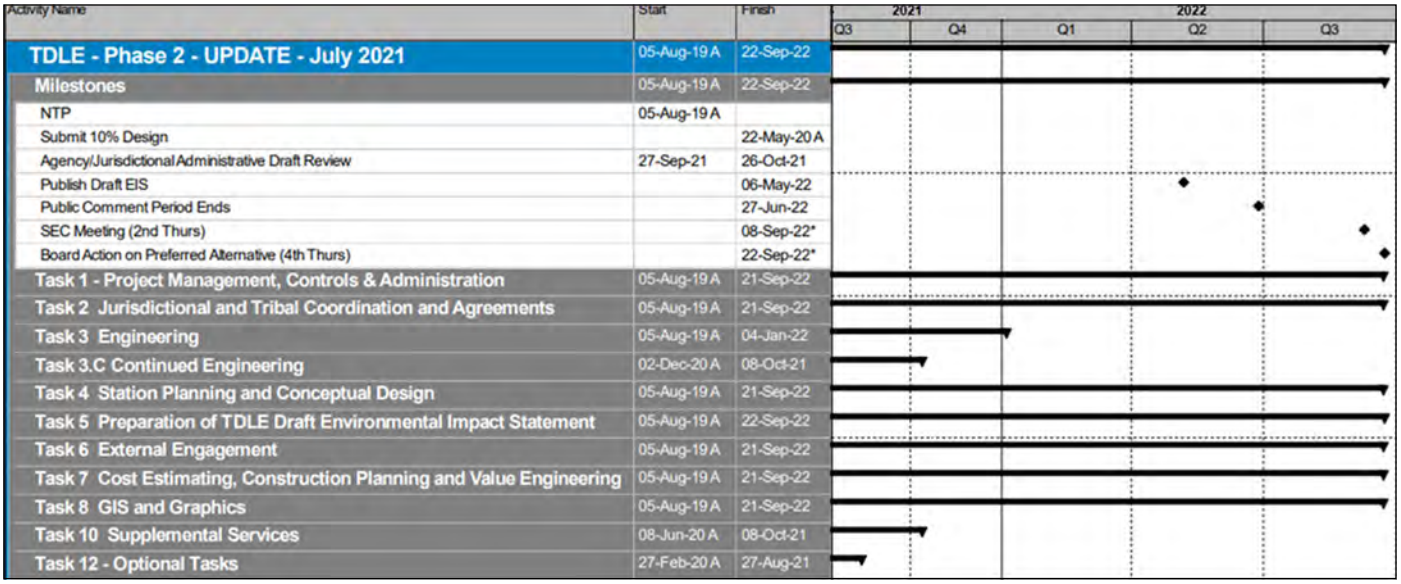
The Q2 2021 risk review workshop was held in May 2021. The following are the top project wide risks:

- Reduced revenue as a result of COVID-19 may impact schedule and cost.
- Other ST projects are experiencing baseline cost escalation, resulting in insufficient funding available for TDLE and OMFS.
- Encounter artifacts and /or human remains (tribal) during construction causing major delays and/or need to change alignment.
- Contaminated soil and/or groundwater are discovered during TDLE and OMF South construction, resulting in increased costs.
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements (i.e.- Construction type challenges), thus increasing project costs.
- OMFS can't be built in time for ST3 vehicle schedule. This schedule concern could happen during alternatives development, environmental, design, or construction phases.
- Right-of-Way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Complications to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- City of Tacoma requests pedestrian bridge crossing I5 in East Tacoma (Portland Ave. station) which was not included in ST3 scope assumption
- Close to Sounder alignment options have substantial impact on Tacoma Link, Sounder, Amtrak, PS Transit, ST Express, and Greyhound operations.
- Delays caused by local AHJ reviews.

TDLE Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. During the realignment process only near-term schedule activities will be reported.

Below is the summary schedule as of July 31, 2021. The project continues to forecast a publication of the Draft Environmental Impact Statement in Q2 2022.

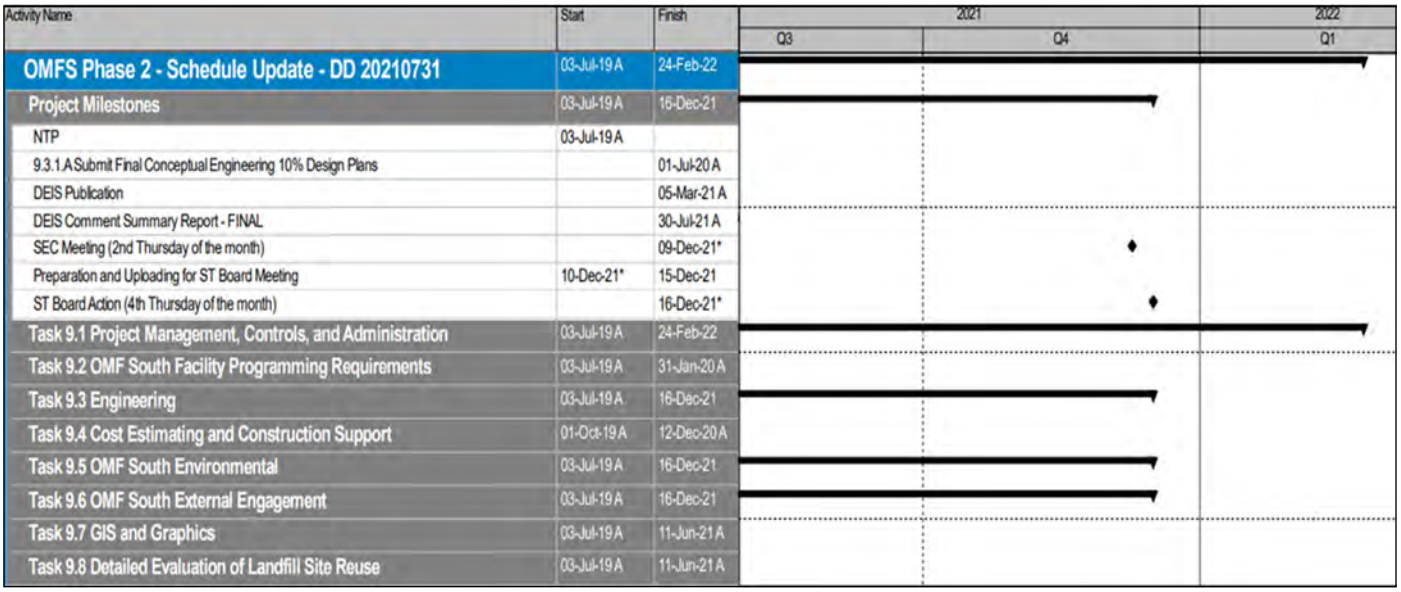


Activity Name	Start	Finish
TDLE - Phase 2 - UPDATE - July 2021	05-Aug-19 A	22-Sep-22
Milestones	05-Aug-19 A	22-Sep-22
NTP	05-Aug-19 A	
Submit 10% Design		22-May-20 A
Agency/Jurisdictional Administrative Draft Review	27-Sep-21	26-Oct-21
Publish Draft EIS		06-May-22
Public Comment Period Ends		27-Jun-22
SEC Meeting (2nd Thurs)		08-Sep-22*
Board Action on Preferred Alternative (4th Thurs)		22-Sep-22*
Task 1 - Project Management, Controls & Administration	05-Aug-19 A	21-Sep-22
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	21-Sep-22
Task 3 Engineering	05-Aug-19 A	04-Jan-22
Task 3.C Continued Engineering	02-Dec-20 A	08-Oct-21
Task 4 Station Planning and Conceptual Design	05-Aug-19 A	21-Sep-22
Task 5 Preparation of TDLE Draft Environmental Impact Statement	05-Aug-19 A	22-Sep-22
Task 6 External Engagement	05-Aug-19 A	21-Sep-22
Task 7 Cost Estimating, Construction Planning and Value Engineering	05-Aug-19 A	21-Sep-22
Task 8 GIS and Graphics	05-Aug-19 A	21-Sep-22
Task 10 Supplemental Services	08-Jun-20 A	08-Oct-21
Task 12 - Optional Tasks	27-Feb-20 A	27-Aug-21

OMF South Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. During the realignment process only near-term Phase 2 conceptual engineering schedule activities will be reported.

Below is the summary schedule as of July 31, 2021. ST Board Selects Preferred Alternative is forecasted to happen Q4 2021.

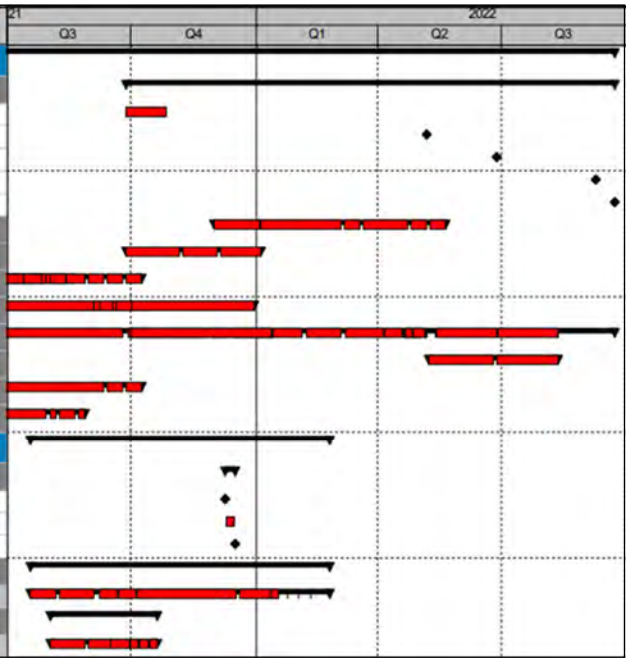


Activity Name	Start	Finish
OMFS Phase 2 - Schedule Update - DD 20210731	03-Jul-19 A	24-Feb-22
Project Milestones	03-Jul-19 A	16-Dec-21
NTP	03-Jul-19 A	
9.3.1 A Submit Final Conceptual Engineering 10% Design Plans		01-Jul-20 A
DEIS Publication		05-Mar-21 A
DEIS Comment Summary Report - FINAL		30-Jul-21 A
SEC Meeting (2nd Thursday of the month)		09-Dec-21*
Preparation and Uploading for ST Board Meeting	10-Dec-21*	15-Dec-21
ST Board Action (4th Thursday of the month)		16-Dec-21*
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	24-Feb-22
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A
Task 9.3 Engineering	03-Jul-19 A	16-Dec-21
Task 9.4 Cost Estimating and Construction Support	01-Oct-19 A	12-Dec-20 A
Task 9.5 OMF South Environmental	03-Jul-19 A	16-Dec-21
Task 9.6 OMF South External Engagement	03-Jul-19 A	16-Dec-21
Task 9.7 GIS and Graphics	03-Jul-19 A	11-Jun-21 A
Task 9.8 Detailed Evaluation of Landfill Site Reuse	03-Jul-19 A	11-Jun-21 A

Critical Path Analysis

This critical path for is for the combined TDLE and OMF South Projects Phase 2, both TDLE and OMF South must complete conceptual engineering and environmental to produce the Draft EIS. The critical path then continues through the project life cycle of conceptual, preliminary design, final design, permitting, Right-of-Way acquisition, BPA relocation and construction.

Activity Name	Start	Finish
TDLE - Phase 2 - UPDATE - July 2021	05-Aug-19 A	22-Sep-22
Milestones	27-Sep-21	22-Sep-22
Agency/Jurisdictional Administrative Draft Review	27-Sep-21	26-Oct-21
Publish Draft EIS		06-May-22
Public Comment Period Ends		27-Jun-22
SEC Meeting (2nd Thurs)		08-Sep-22*
Board Action on Preferred Alternative (4th Thurs)		22-Sep-22*
Task 1 - Project Management, Controls & Administration	01-Dec-21	20-May-22
Task 3 Engineering	27-Sep-21	04-Jan-22
Task 3.C Continued Engineering	11-Jan-21 A	08-Oct-21
Task 4 Station Planning and Conceptual Design	05-Aug-19 A	30-Dec-21
Task 5 Preparation of TDLE Draft Environmental Impact Statement	13-May-21 A	22-Sep-22
Task 6 External Engagement	08-May-22	11-Aug-22
Task 10 Supplemental Services	02-Apr-21 A	08-Oct-21
Task 12 - Optional Tasks	19-May-21 A	27-Aug-21
OMFS Phase 2 - Schedule Update - DD 20210731	19-Jul-21 A	24-Feb-22
Project Milestones	09-Dec-21	16-Dec-21
SEC Meeting (2nd Thursday of the month)		09-Dec-21*
Preparation and Uploading for ST Board Meeting	10-Dec-21*	15-Dec-21
ST Board Action (4th Thursday of the month)		16-Dec-21*
Task 9.1 Project Management, Controls, and Administration	19-Jul-21 A	24-Feb-22
Task 9.1.10 Phase 3 (OMF South Only) Scope of Work and Fee Proposal	19-Jul-21 A	24-Feb-22
Task 9.5 OMF South Environmental	02-Aug-21	20-Oct-21
Task 9.5.20 Title VI Facility Equity Analysis	02-Aug-21	20-Oct-21



Community Engagement

- TDLE – Hosted Interagency Coordination meeting, virtual meeting on 7/5
- TDLE – Attended monthly New Tacoma Neighborhood Council meeting, virtual meeting on 7/14
- TDLE – Hosted a tablet at the Pasifika Food Festival event by the APCC, in-person event on 7/31

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 58.5 average FTEs per month for the year 2021. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. This underrun rate is expecting to be continued as board action on preferred alternative was pushed out.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	20.1	(9.9)
Consultants	28.5	18.2	(10.3)
TOTAL	58.5	38.3	(20.2)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
M2021-44	Funding Agreement with WSDOT for the Tacoma Dome Link Extension project	07/22/2021

Project Summary

Scope

West Seattle

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS includes alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.

Ballard

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS includes alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

Budget

$285.9 M through completion of Preliminary Engineering

Schedule

Revenue Service Date(s) will depend on Board direction from realignment process.

Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork activities in support of environmental and engineering evaluation.
- Briefed community groups virtually as requested. Provided overview of outreach, project goals, agency roles and near-term opportunities for engagement.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle and Ballard Link Extensions are voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $25M in 2021 for coordinating Draft EIS development, conceptual engineering; project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$63.1	$21.2	$21.0	$63.1	$0.0
Preliminary Engineering	$205.4	$89.2	$82.8	$205.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$11.4	$3.1	$1.1	$11.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$6.0	$3.0	$2.1	$6.0	$0.0
Total	**$285.9**	**$116.5**	**$107.0**	**$285.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$5.0	$3.0	$2.1	$5.0	$0.0
80 Professional Services	$263.4	$113.4	$105.0	$263.4	$0.0
90 Unallocated Contingency	$17.5	$0.0	$0.0	$17.5	$0.0
Total (10 - 90)	**$285.9**	**$116.5**	**$107.0**	**$285.9**	**$0.0**

Risk Management

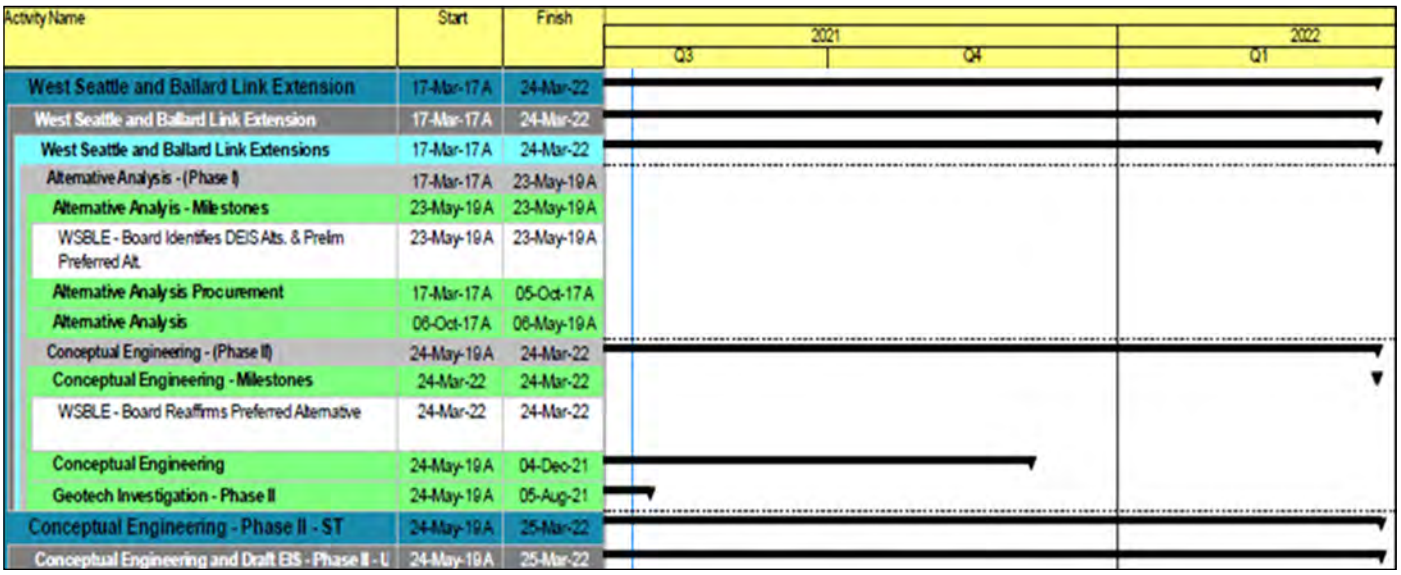
Sound Transit has a vigorous risk management program and is committed to identifying, assessing, and monitoring risks and implementing risk reduction/mitigation actions. Risk Assessment for the West Seattle and Ballard Link Extensions Project was conducted as part of the ST3 Planning process.

Project issues and risks identified at this stage include:

- Reaching stakeholder consensus on a preferred alternative, including third party funding;
- Complexity of alignments in constrained environment with challenging topography and waterway crossings;
- Complexity associated with tunneling through a mature urban environment;
- Potential construction effects in a constrained environment;
- Potential effect on Central Link operations during construction;
- Right-of-way and property impacts;
- Budget risk due to higher current real estate costs and construction costs.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project has experienced approximately one year of delay through the conceptual engineering phase of design which has the potential to delay the overall project schedule. Revenue Service Dates for the project extensions to West Seattle and Ballard will depend on Board direction from the realignment process.


Activity Name
Start
Finish
2021
2022
Q3
Q4
Q1
West Seattle and Ballard Link Extension 17-Mar-17 A 24-Mar-22
West Seattle and Ballard Link Extension 17-Mar-17 A 24-Mar-22
West Seattle and Ballard Link Extensions 17-Mar-17 A 24-Mar-22
Alternative Analysis - (Phase I) 17-Mar-17 A 23-May-19 A
Alternative Analysis - Milestones 23-May-19 A 23-May-19 A
WSBLE - Board Identifies DEIS Alts. & Prelim Preferred Alt. 23-May-19 A 23-May-19 A
Alternative Analysis Procurement 17-Mar-17 A 05-Oct-17 A
Alternative Analysis 06-Oct-17 A 06-May-19 A
Conceptual Engineering - (Phase II) 24-May-19 A 24-Mar-22
Conceptual Engineering - Milestones 24-Mar-22 24-Mar-22
WSBLE - Board Reaffirms Preferred Alternative 24-Mar-22 24-Mar-22
Conceptual Engineering 24-May-19 A 04-Dec-21
Geotech Investigation - Phase II 24-May-19 A 05-Aug-21
Conceptual Engineering - Phase II - ST 24-May-19 A 25-Mar-22
Conceptual Engineering and Draft EIS - Phase II - U 24-May-19 A 25-Mar-22

Community Engagement

- Prepared and staffed four briefings/activities in July 2021 to provide communities along the project corridor with opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were :
    - Climate Pledge Arena / Oak View Group: July 17, 2021
    - Chinatown International District Preservation and Development Authority: July 20, 2021
    - Helping Link: July 26, 2021
    - KEXP/Seattle Center: July 29, 2021
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.
- Prepared and staffed one briefing with property owners

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects January-July actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	34.3	32.6	(1.7)
Consultants	50.0	38.6	(11.4)
TOTAL	84.3	71.2	(13.1)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report
Sounder Program

Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

July | 2021

Prepared by Project Controls I Portfolio Services Office

Sounder Rail
Sounder North
Sounder South
N
Everett
Mukilteo
Edmonds
Seattle
Bellevue
Tukwila
Kent
Auburn
Tacoma
Sumner
South Tacoma
Tacoma Dome
Puyallup
Lakewood

Auburn Station Parking and Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Auburn Station. The purpose of the project is to improve access to the existing Auburn Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Edmonds and Mukilteo Stations Parking & Access Improvements: Project will provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations. A variety of access improvements will be considered for each station including bicycle and pedestrian access, pick up/drop off areas, transit integration, and parking.

Kent Station Parking and Access Improvements: Project includes alter natives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Kent Station. The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: This project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

Sounder Maintenance Base: Sound Transit will construct a new railroad maintenance facility to service Sounder commuter trains at its expanded Century Yard facility in the City of Lakewood. The building will contain maintenance bays, materials storage areas, offices, and facilities for employees.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Station Access Improvements: Project includes environmental documentation, design, and construction of station access improvements at or around Sumner Sounder Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Program Budget

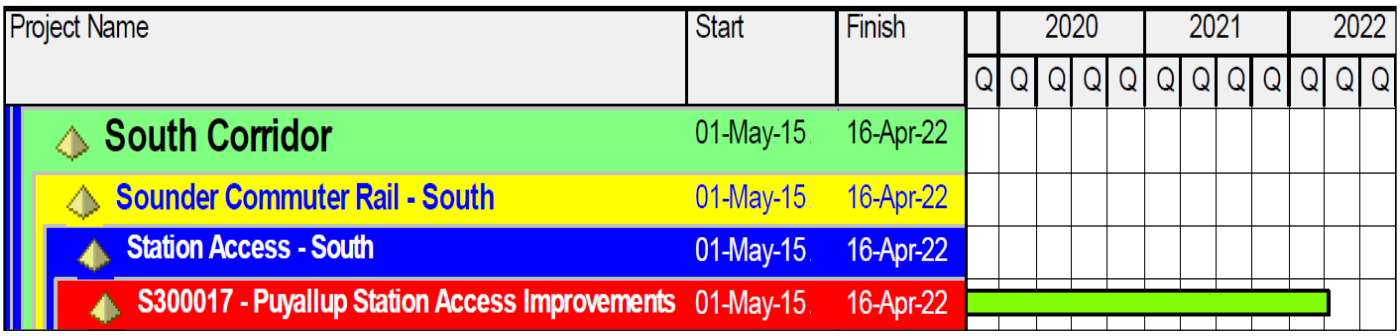
The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Auburn Station Access Improvement	$12.6	$6.6	$4.3	$12.6	$0.0
Edmonds & Mukilteo Stations Parking & Access Improvements	$3.9	$0.9	$0.9	$3.9	$0.0
Kent Station Access Improvements	$16.8	$7.9	$5.4	$16.8	$0.0
Lakewood Station Access Improvement	$1.9	$1.3	$0.9	$2.0	$0.0
Puyallup Station Access Improvements	$79.1	$70.1	$43.5	$79.1	$0.0
Sounder Maintenance Base	$12.9	$10.7	$9.9	$12.9	$0.0
Sounder South Capacity Expansion	$17.37	$4.9	$3.6	$17.37	$0.0
South Tacoma Station Access Improvements	$1.5	$0.9	$0.6	$1.5	$0.0
Sumner Station Access Improvements	$17.8	$16.2	$11.3	$17.8	$0.0
Total	**$163.9**	**$119.5**	**$80.4**	**$163.9**	**$0.0**

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects in the realignment process are not shown.


Project Name
Start
Finish
2020
2021
2022
Q Q Q Q Q Q Q Q Q Q Q Q
South Corridor 01-May-15 16-Apr-22
Sounder Commuter Rail - South 01-May-15 16-Apr-22
Station Access - South 01-May-15 16-Apr-22
S300017 - Puyallup Station Access Improvements 01-May-15 16-Apr-22

Sounder Commuter Rail
Auburn Station Parking and Access Improvements

Project Summary

Scope

The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.

Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.

Phase

Complete Environmental/Enter Design & Construction

Budget

$12.6 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process

Improving access to Sounder Auburn Station

Key Project Activities

- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Project on hold pending Board realignment discussions.
- Project team continued development of an agreement to provide funding to WSDOT for traffic mitigation.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $5K. The incurred cost increased from $4.31M to $4.32M. The majority of this period's costs are attributed to staff costs and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.4	$1.6	$1.6	$2.4	$0.0
Preliminary Engineering	$3.4	$2.8	$2.6	$3.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.8	$0.0	$2.0	$0.0
3rd Party Agreements	$0.6	$0.0	$0.0	$0.6	$0.0
Construction	$0.4	$0.0	$0.0	$0.4	$0.0
ROW	$3.8	$0.4	$0.1	$3.8	$0.0
Total	**$12.6**	**$6.6**	**$4.3**	**$12.6**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

- The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team plans to conduct a risk assessment workshop in 2022 to identify all the potential risks during design and construction.
- The project team reviewed and updated the risk register in June 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for September 2021.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

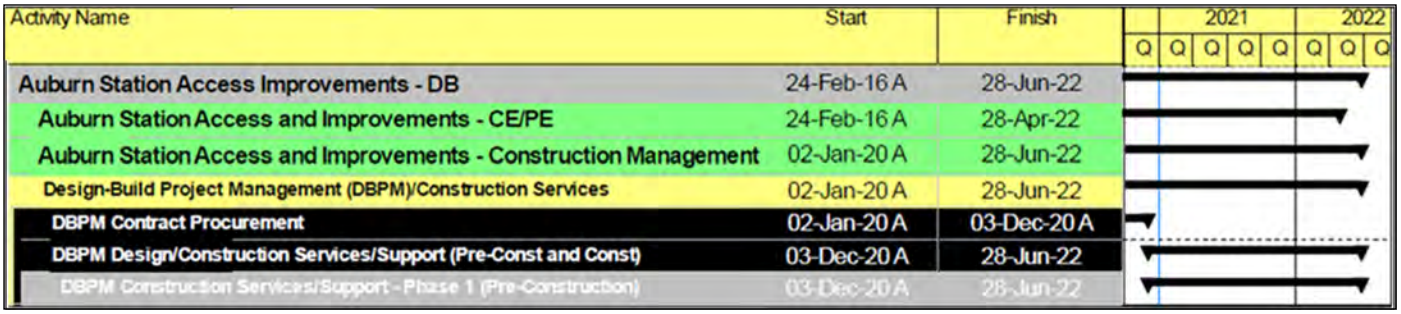
The project is nearing completion of Phase II—Conceptual Engineering and Environmental activities. The project completed the environmental assessment in Q1 2020.

Project team issued SEPA Checklist and SEPA Determination of Non-Significance (DNS) with conditions for public comment January 29, 2020 and the FTA approved the NEPA Documented Categorical Exclusion (DCE) in February 2020.

The Sound Transit Board action for "Select the Project to be Built" occurred in April 2020, Sound Transit Phase Gate 3: Enter Design and Construction completed/passed in January 2021.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis (underway) of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. This may potentially reduce overall project final design and construction costs as well help develop Project Requirements for the Design-Build Procurement RFQ and RFP. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the August 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating funding agreement with City of Auburn, expected Q4 2021, pending ST Board realignment actions.



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project work in July was focused on advancing the development of a funding agreement for traffic mitigation with WSDOT. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.1	(2.5)
Consultants	3.0	0.2	(2.8)
TOTAL	6.6	1.3	(5.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail
Edmonds and Mukilteo Station Parking & Access Improvements

Project Summary

Scope

The purpose of the project is to provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations, in order to increase ridership on Sounder North.

A variety of access improvements will be considered for each station including bicycle and pedestrian improvements, transit connections, vehicle access, parking and pickup/drop-off areas.

Phase

Planning

Budget

$3.9 Million (Phase 1-2)

Schedule

Open for Service date will depend on Board direction from realignment process .

Sounder Mukilteo Station Access Improvements

Key Project Activities

- Next steps, including budget amendment to fund Phase 2 work and amendment of the consultant contract, are pending Board direction on realignment.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

Since June 2021, only $124 project cost incurred as the project is on pause waiting for realignment decisions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$1.0	$0.4	$0.4	$1.0	$0.0
Preliminary Engineering	$2.6	$0.5	$0.5	$2.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.1	$0.0	$0.0	$0.1	$0.0
Total	**$3.9**	**$0.9**	**$0.9**	**$3.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The following are the top project wide risks:

- Challenge in allocating the $40 million project budget between two station areas. This is a decision the ST Board of Directors will make, likely during Phase 2, of the project.
- City partners have expressed interest in more parking, and/or more expensive parking, than appears affordable within the $40 million project budget.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities through 2021 will be reported. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

Activity ID	Activity Name	Start	Finish	2021				2022			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S00087	Edmonds & Mukilteo Stations Parking	08-Jan-18 A	05-May-26								
	Preliminary Engineering	08-Jan-18 A	13-Mar-23								
	Alternative Analysis - (Phase I)	08-Jan-18 A	28-Jan-21								
	Conceptual Engineering - (Phase II)	03-Dec-19 A	31-Dec-21								

Community Engagement

- Community outreach needs for the project will be developed and implemented consistent with the Board's realignment direction.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance is explained by the fact that advance Phase 2 is on pause, waiting for realignment decision in 2021 summer .

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	0.01	(3.8)
Consultants	0.0	0.0	(0.0
TOTAL	3.8	0.01	(3.8)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Kent Station Parking and Access Improvements

Project Summary

Scope

The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.

Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.

Phase

Complete Environmental/Enter Design & Construction

Budget

$16.8 Million

Schedule

Open for Service date will depend on Board direction from realignment process.

Improving access to Sounder Kent Station

Key Project Activities

- Project on hold pending Board realignment discussions.
- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditure increased by $16K. The incurred cost increased from $5.39M to $5.4M. The majority of this period's costs is attributed to staff costs, ROW activities and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.7	$1.8	$1.7	$2.7	$0.0
Preliminary Engineering	$3.4	$3.1	$2.6	$3.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.8	$0.0	$2.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.5	$0.0	$0.0	$0.5	$0.0
ROW	$8.2	$1.2	$1.0	$8.2	$0.0
Total	**$16.8**	**$7.9**	**$5.4**	**$16.8**	**$0.0**

Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The next risk register update is scheduled for October 2021. The following are the top project wide risks:

- Real Estate: Potential challenge to purchase specific parcels for the realigned of Railroad Avenue.
- Geotechnical: Unknown contaminated soils underneath existing building.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

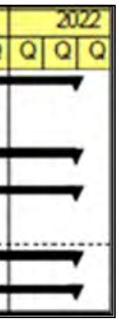
The project continues working towards completing the Phase II—Conceptual Engineering and Environmental activities throughout Q4 2019 and completed the environmental evaluation in Q4 2019. Letter Of Concurrence (LOC) between Sound Transit and City of Kent was signed in January 2020.

In February 2020 the project team went to the ST Board and received approval for the "Select the Project to be Built." The project team presented to the ST Phase Gate Committee "Phase Gate 3: Enter Design and Construction" on March 17, 2020 and received approval to enter the phase.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. Board September Re-Alignment Motion allows advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. NTP granted to HNTB in December 2020. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the July 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating Development Agreement with the City of Kent and negotiating King County Metro agreement and contribution for bus layover accommodation expected in Q4 2021, pending ST Board Realignment actions.

Activity Name	Start	Finish
Kent Station Access Improvements - DB	24-Feb-16 A	28-Jun-22
Kent Satation Access and Improvements - CE/PE	24-Feb-16 A	23-Sep-21
Kent Station Access and Improvements - Construction Management	02-Jan-20 A	28-Jun-22
Design/Build Project Management (DBPM)/Construction Services	02-Jan-20 A	28-Jun-22
DBPM Contract Procurement	02-Jan-20 A	03-Dec-20 A
DBPM Design/Construction Services/Support (Pre-Const and Const)	03-Dec-20 A	28-Jun-22
DBPM Construction Services/Support - Phase 1 (Pre-Construction)	03-Dec-20 A	28-Jun-22



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

This month the project focused on the review of the Development Agreement with the City of Kent. Work advanced on the review of the Development Agreement with the City of Kent. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later this year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.3	(3.7)
Consultants	3.0	0.3	(2.7)
TOTAL	8.0	1.6	(6.4)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase

Planning Phase 1—Alternatives Analysis

Budget

$1.96 Million

Schedule

Open for Service date will depend on Board direction from realignment process.

Lakewood Sounder Station in Pierce County.

Key Project Activities

- Continued to identify improvements to evaluate as part of the project
- Conducted a Level 1 Evaluation of potential improvements
- Engaged with internal and external stakeholders to identify improvements to evaluate

Lakewood Sounder Station Building

Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by $68K with the majority of the amount coming from staff costs and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.5	$0.3	$0.2	$0.5	$0.0
Preliminary Engineering	$1.0	$0.7	$0.4	$1.0	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$1.9**	**$1.3**	**$0.9**	**$1.9**	**$0.0**

Risk Management

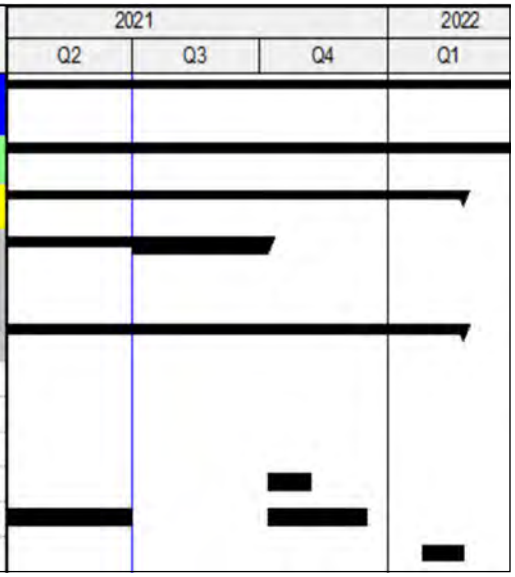
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team reviewed and updated the risk register in June 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for September 2021.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.

Activity Name	Start	Finish
Lakewood Station Access Improvements	18-Feb-20A	10-Dec-28
Perliminary Engineering	18-Feb-20A	28-Mar-24
Phase I - Alternative Analysis	18-Feb-20A	24-Feb-22
Alternative Analysis Admin	18-Feb-20A	06-Oct-21
Alternative Analysis Procurement	25-Sep-20A	04-Dec-20A
Alternative Analysis	01-Oct-20A	24-Feb-22
Prepare Cost Estimate	01-Oct-20A	15-Oct-20A
Submit Cost Estimate	16-Oct-20A	30-Oct-20A
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20A	04-Dec-20A
Cost Estimates Submitted for review - Alt Development	07-Oct-21*	05-Nov-21
Alternatives Development	04-Dec-20A	16-Dec-21
Board Identifies DEIS Alts. & Prelim Preferred Alt.	27-Jan-22	24-Feb-22



Community Engagement

- Shared spring engagement summary on the project website and listserv.
- Continued preparations for fall engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.2	1.4	(0.8)
Consultants	2.1	1.9	(0.2)
TOTAL	4.3	3.3	(1.0)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail
Puyallup Station Access Improvements

Project Summary

Scope

The purpose of the project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The proposed project includes an up to five level parking garage and an expansion of a surface lot; together both shall provide a minimum of 600 total stalls. The project also includes a pedestrian bridge over 5th Street Northwest.

Phase

Final Design and Construction

Budget

$79.1 Million

Schedule

Open for Service: Q1 2022

Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway due to recently completed negotiations with the City impacting previously forecast Design Build Notice To Proceed (NTP) date. Open For Service date may be delayed beyond February 2022.
- Continued with formwork, rebar, and Post Tensioning tendon installation at level 5 deck.
- Continued with concrete placement for deck slab and columns at level 4 deck.
- Continued pedestrian bridge assembly and steel erection at east abutment.
- Continued fire protection pipe, drainage pipe, and electrical conduit installation at level 1.

Closely Monitored Issues

- The Burlington Northern Santa Fe (BNSF) railroad crossing agreements between Sound Transit (ST), the City of Puyallup, and BNSF is close to finalization. Completion of the agreement is subject to construction pricing by BNSF.
- ST is working with design consultant to perform investigation to confirm the location of the existing storm lines.
- City of Puyallup provided direction to relocate the 5th Street NW crosswalk from the north side of the pedestrian bridge to the north side of the 2nd Avenue.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by $4.1M. The incurred cost increased from $39.5M to $43.5M. The majority of this period's costs are attributed to staff costs, construction management services and $3.8M for the Design-Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$4.6	$4.6	$3.7	$3.7	$4.6	$0.0
Preliminary Engineering	$2.9	$2.7	$2.6	$2.6	$2.7	$0.0
Final Design	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$5.2	$5.1	$4.6	$3.1	$5.1	$0.0
3rd Party Agreements	$2.2	$0.1	$0.1	$0.0	$0.0	$0.0
Construction	$58.4	$60.0	$52.8	$27.8	$60.0	$0.0
ROW	$5.6	$6.6	$6.3	$6.3	$6.6	$0.0
Total	**$79.1**	**$79.1**	**$70.1**	**$43.5**	**$79.1**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$47.1	$31.2	$28.7	$14.2	$31.2	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$10.0	$8.3	$3.2	$10.0	$0.0
50 Systems	$0.0	$4.3	$2.3	$0.8	$4.3	$0.0
Construction Subtotal (10 - 50)	**$48.0**	**$45.5**	**$39.3**	**$18.2**	**$45.5**	**$0.0**
60 Row, Land	$5.4	$6.6	$6.3	$6.3	$6.6	$0.0
80 Professional Services	$22.0	$25.8	$24.5	$19.1	$25.8	$0.0
90 Unallocated Contingency	$3.7	$1.2	$0.0	$0.0	$1.2	$0.0
Total (10 - 90)	**$79.1**	**$79.1**	**$70.1**	**$43.5**	**$79.1**	**$0.0**

Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in May 2021. The next risk register update is scheduled for August 2021. The following are the top project wide risks:

- Real Property– Third Party Agreements. Project revenue service date may be delayed if BNSF agreement with ST regarding the 7th and 5th Street crossing is not resolved by Q1 2021. The team is actively working to mitigate the impacts.
- Rail Road Flaggers– Third Party Agreements. As a result of needing to use the railroad right of way, unavailability of BNSF flaggers may occur, thereby leading to delays to the schedule and increased costs. Risk of impact to 5th street and 7th street and Design-Build construction.

Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of $14.6 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was increased by $359K due to executed change orders for the S300017 contract, including a credit change order.

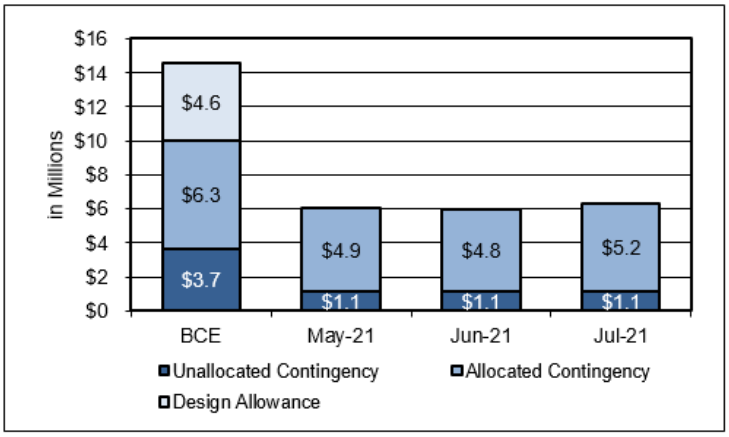
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reflects no change.

Contingency Status (Monthly)

Type	Baseline		Currrent Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$4.6	5.8%	$0.0	0.0%
Allocated Contingency	$6.3	8.0%	$5.2	13.7%
Unallocated Contingency	$3.7	4.7%	$1.1	3.0%
Total:	**$14.6**	**18.4%**	**$6.3**	**16.7%**

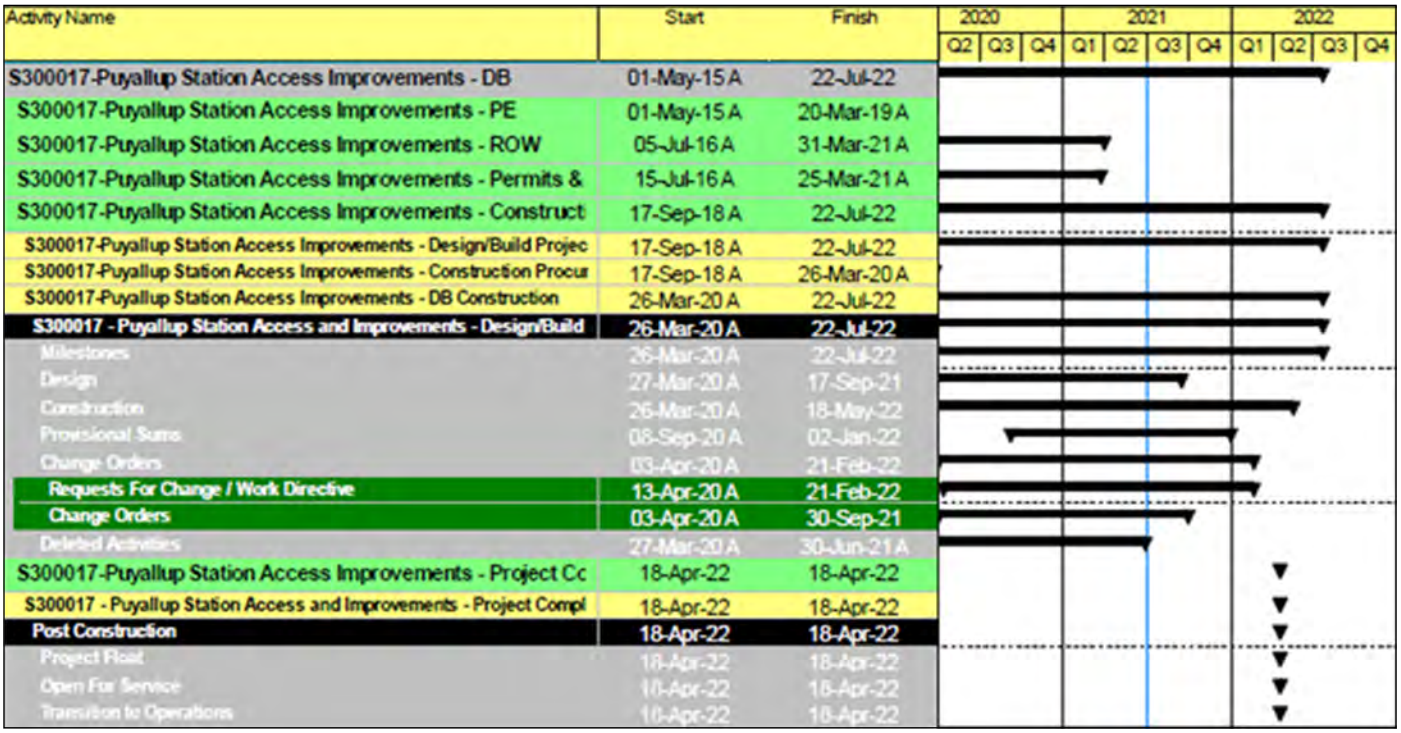
Table figures are shown in millions.

Contingency by Type



Project Schedule

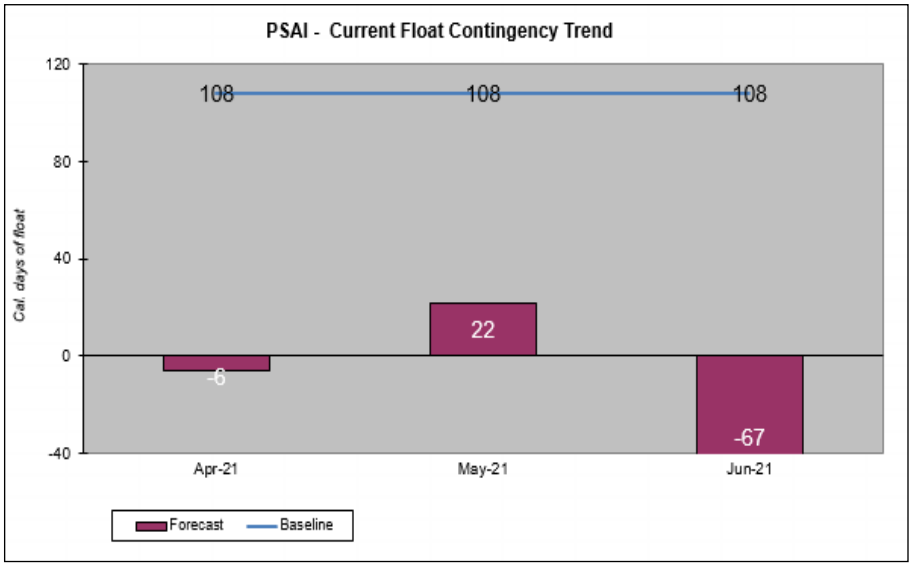
NTP was issued to the contractor in the first quarter of 2020 to commence design and the contractor mobilized on site Q3 2020. The schedule update for this period has been accepted. The contractor is currently dealing with design delays due to changes to proposed traffic mitigation at 5th St. and is looking at possible mitigation for these impacts. It is expected that this project is on track to complete in the Q1 of 2022.



Activity Name	Start	Finish
S300017-Puyallup Station Access Improvements - DB	01-May-15 A	22-Jul-22
S300017-Puyallup Station Access Improvements - PE	01-May-15 A	20-Mar-19 A
S300017-Puyallup Station Access Improvements - ROW	05-Jul-16 A	31-Mar-21 A
S300017-Puyallup Station Access Improvements - Permits &	15-Jul-16 A	25-Mar-21 A
S300017-Puyallup Station Access Improvements - Construct	17-Sep-18 A	22-Jul-22
S300017-Puyallup Station Access Improvements - Design/Build Projec	17-Sep-18 A	22-Jul-22
S300017-Puyallup Station Access Improvements - Construction Procur	17-Sep-18 A	26-Mar-20 A
S300017-Puyallup Station Access Improvements - DB Construction	26-Mar-20 A	22-Jul-22
S300017 - Puyallup Station Access and Improvements - Design/Build	26-Mar-20 A	22-Jul-22
Milestones	26-Mar-20 A	22-Jul-22
Design	27-Mar-20 A	17-Sep-21
Construction	26-Mar-20 A	18-May-22
Provisional Sums	08-Sep-20 A	02-Jan-22
Change Orders	03-Apr-20 A	21-Feb-22
Requests For Change / Work Directive	13-Apr-20 A	21-Feb-22
Change Orders	03-Apr-20 A	30-Sep-21
Deleted Activities	27-Mar-20 A	30-Jun-21 A
S300017-Puyallup Station Access Improvements - Project Cc	18-Apr-22	18-Apr-22
S300017 - Puyallup Station Access and Improvements - Project Compl	18-Apr-22	18-Apr-22
Post Construction	18-Apr-22	18-Apr-22
Project Float	18-Apr-22	18-Apr-22
Open For Service	18-Apr-22	18-Apr-22
Transition to Operations	18-Apr-22	18-Apr-22

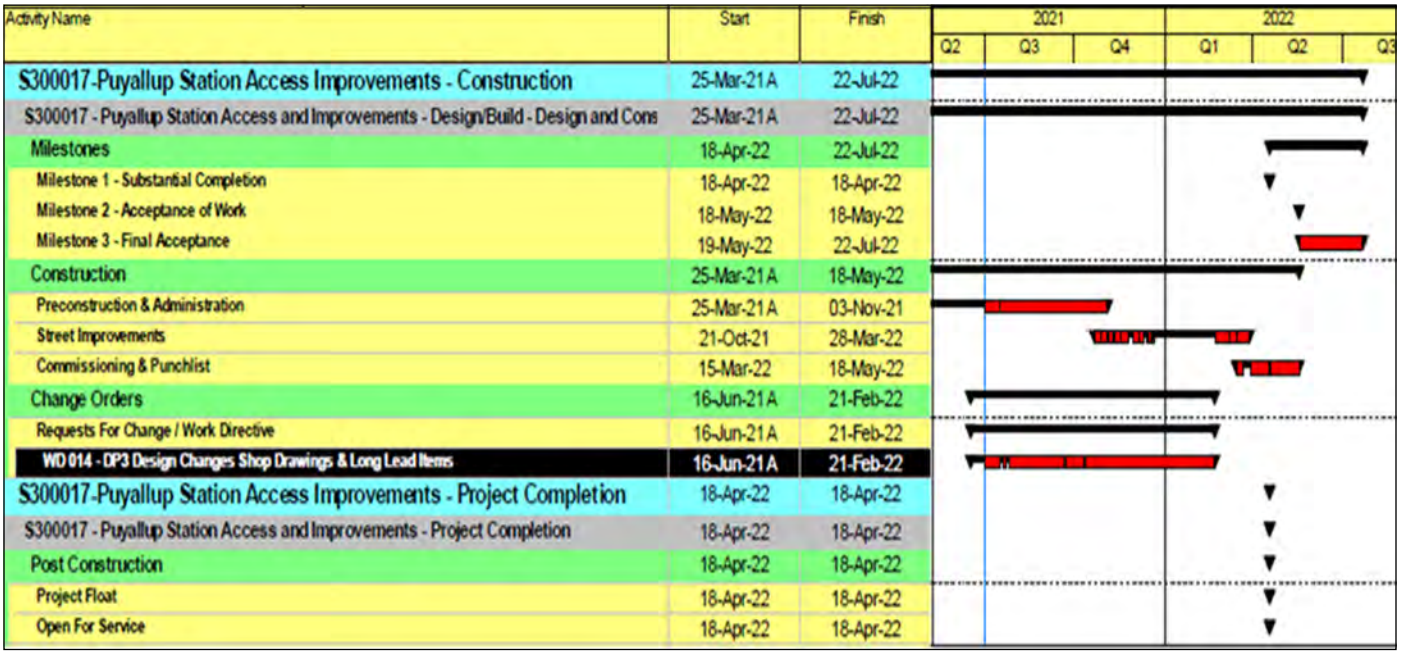
Project Float

The Puyallup station access improvements was baselined with 108 days of project float. Currently, the project is currently calculated to miss the February 10, 2022 open for service date by 67 calendar days. While the float is negative there are possible mitigation measures the contractor and ST are negotiating to reduce these impacts to the project.



Critical Path Analysis

The critical path for the Puyallup is currently driven by the design delays to traffic mitigation at 5th St. However, the work at the parking garage continues to remain on track. Key procurements are near critical and will also need to be monitored closely.



Activity Name	Start	Finish
S300017-Puyallup Station Access Improvements - Construction	25-Mar-21 A	22-Jul-22
S300017 - Puyallup Station Access and Improvements - Design/Build - Design and Cons	25-Mar-21 A	22-Jul-22
Milestones	18-Apr-22	22-Jul-22
Milestone 1 - Substantial Completion	18-Apr-22	18-Apr-22
Milestone 2 - Acceptance of Work	18-May-22	18-May-22
Milestone 3 - Final Acceptance	19-May-22	22-Jul-22
Construction	25-Mar-21 A	18-May-22
Preconstruction & Administration	25-Mar-21 A	03-Nov-21
Street Improvements	21-Oct-21	28-Mar-22
Commissioning & Punchlist	15-Mar-22	18-May-22
Change Orders	16-Jun-21 A	21-Feb-22
Requests For Change / Work Directive	16-Jun-21 A	21-Feb-22
WD 014 - DP3 Design Changes Shop Drawings & Long Lead Items	16-Jun-21 A	21-Feb-22
S300017-Puyallup Station Access Improvements - Project Completion	18-Apr-22	18-Apr-22
S300017 - Puyallup Station Access and Improvements - Project Completion	18-Apr-22	18-Apr-22
Post Construction	18-Apr-22	18-Apr-22
Project Float	18-Apr-22	18-Apr-22
Open For Service	18-Apr-22	18-Apr-22

Community Engagement

- Monitored construction activities for impacts to community.
- Hosted an information booth at the Puyallup Farmers Market on July 24th.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.4	(0.9)
Consultants	7.5	7.1	(0.4)
TOTAL	14.8	13.5	(1.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	July 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	2
Days Away From Work Cases	1	1	1
Total Days Away From Work	14	14	14
First Aid Cases	0	2	2
Reported Near Mishaps	0	5	5
Average Number of Employees on Worksite	52	-	-
Total # of Hours (GC & Subs)	8,364	37,707	40,015
OSHA Incident Rates	**July 2021**	**Year to Date**	**Project to Date**
Recordable Injury Rate	23.91	10.61	10.00
LTI Rate	23.91	5.30	5.00
Recordable National Average	**2.80**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Sounder Commuter Rail
Sounder Maintenance Base

Project Summary

Scope

Sound Transit will design and construct a Sounder Commuter Rail maintenance facility and train yard elements that will include: maintenance shops, repair positions, storage areas, office and employee welfare facilities.

Located in Lakewood, WA on Sound Transit's railroad right of way between Steilacoom Boulevard and 100th Street SW, east of Lakeview Boulevard.

Phase

Design and Construction

Budget

$12.9 Million

Schedule

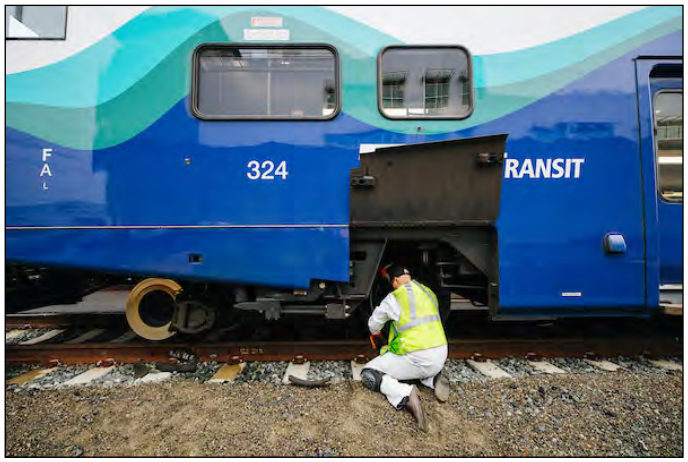
Open for Service date will depend on Board direction from realignment process.

Sounder Maintenance Base Project Alignment

Key Project Activities

- The Design Build Project Management (DBPM) consultant developed the initial design build project requirements, building program and other procurement documents. Phase 2 of the DBPM Contract is on hold pending realignment discussions.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.

Air filters are changed on a Sound Car



Brake pads are replaced on a Sounder Car

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period's expenditures increased by $20K. The majority of this period's costs are attributed to staff costs and right of way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$2.6	$2.6	$3.6	$0.0
Preliminary Engineering	$3.5	$3.2	$3.0	$3.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.9	$1.7	$2.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.9	$0.3	$0.1	$0.9	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$3.0	$2.7	$2.5	$3.0	$0.0
Total	**$12.9**	**$10.7**	**$9.9**	**$12.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts risk management workshops to identify, update and monitor potential risks during design and construction. The project team completed a quantitative risk analysis to evaluate confidence in the current budget and schedule. The analysis established contingency levels and schedule float for the project baseline. The analysis has identified the following as the top project risks and proposed mitigations:

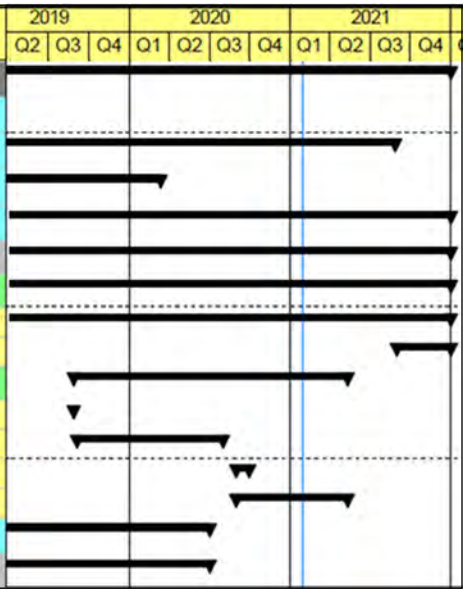
- Advanced utility relocation delays - *Risk Mitigation*: Execute agreements with the utility companies in advance of the design-build team mobilizing. Monitor progress on a regular basis.
- Implementing new form of contracting: Design Build Guaranteed Maximum Price Contract. - *Risk Mitigation*: Work closely with Design Build Project Management and Sound Transit team to modify contract documents. Seek Sound Transit sponsorship to accomplish timely review and approval of changes.
- ROW acquisition delay - *Risk Mitigation*: Monitor Sound Transit Real Estate negotiations and obtain possession and use of property being acquired.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Sounder Maintenance Base initial draft Design-Build (DB) Project Requirements were completed in June 2020 and will be incorporated into the DB Request For Qualifications (RFQ). Issuance of the DB RFQ is currently on hold. Approval of a change order for the Design-Build Project Management (DBPM) team to develop the final Project Requirements for the Design-Build Procurement RFP and Construction Services support is also currently on hold.

Activity ID	Activity Name	Start	Finish
S300004	Sounder Maintenance Base - Design/Build	01-Apr-13 A	30-Dec-21
	Conceptual Engineering	29-Jul-13 A	30-Jan-18 A
	Preliminary Engineering	01-Jun-14 A	26-Aug-21
	Environmental Assessment	01-Apr-13 A	13-Mar-20 A
	Third Party Utility Relocation and Misc Construction	02-Jan-19 A	30-Dec-21
	Third Party Utility Relocation	02-Jan-19 A	30-Dec-21
	TPU	02-Jan-19 A	30-Dec-21
	Phase 1 - Design	02-Jan-19 A	30-Dec-21
	TPU-ROW	31-Aug-21	30-Dec-21
	PSE	30-Aug-19 A	11-May-21
	PSE-Design	30-Aug-19 A	30-Aug-19 A
	PSE-ROW	03-Sep-19 A	31-Jul-20 A
	PSE-Permit	01-Sep-20 A	30-Sep-20 A
	PSE-Procurement/Construction	01-Sep-20 A	11-May-21
	Design Build Project Management Services +	01-Aug-18 A	30-Jun-20 A
	DBPM - Phase 1 - Const Services/Support - DB Project Req'ts	01-Aug-18 A	30-Jun-20 A



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers if the project resumes after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.7	0.3	(6.4)
Consultants	2.6	0.0	(2.6)
TOTAL	9.3	0.3	(9.0)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Program Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

The Sounder Strategic Development and Implementation Plan is now complete that includes a program of proposed capital projects.

Phase

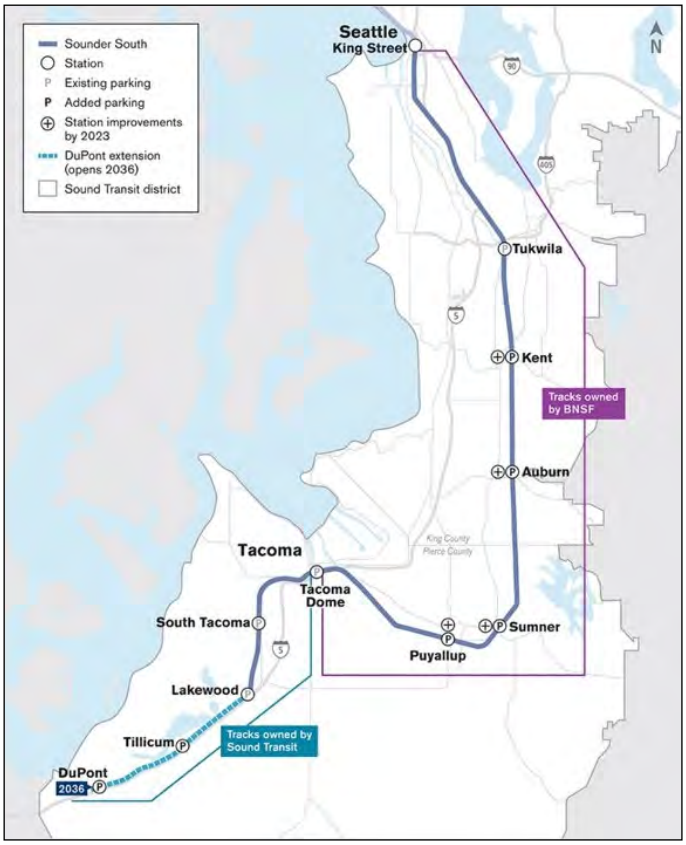
Planning

Budget

$17.37 Million

Schedule

Open for Service date will depend on Board direction from realignment process.



Sounder South Capacity map alignment

Program Key Activities

Program level activities are highlighted below. Project specific elements are detailed in their own sections on the following pages.

Sounder South Project Development Key Activities

- Sound Transit and BNSF Railway finalized the results of the Path Finding Study and the report recommendations.
- The Sounder South program is coordinating with the Tacoma Dome Link Extension team to identify potential conflict points with the representative alignments on both corridors.

The following Sounder South Capacity Expansion (SSCE) Program planning projects approved by the Sound Transit Board to move forward into Planning Phase 1 Alternative Analysis phase.

- King Street Station Platform Improvements
- BNSF Platform Extension at Auburn Station location
- **These priority projects are summarized next followed by the common program reporting elements.**

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continue development of a memo to document baseline conditions at the station and identify current issues at the station.
- Working closely with the West Seattle Ballard Link Extension (WSBLE) team on the conceptual design phase of the Chinatown/International District Station which is in close vicinity of the King Street Station. Key members of the WSBLE team are invited to participate in the bi-weekly KSS project team meetings.

Community Engagement

- No community outreach activities to report this month.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right of way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained with Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- Continue alternatives analysis to evaluate feasibility of extending platforms at Auburn Station.
- Refined screening criteria and evaluation metrics to rank different alternative options for Auburn Station platform extensions.
- Engaged with BNSF Railway and the City of Auburn to refine alternatives and associated improvements in the evaluation process.

Community Engagement

- No community outreach activities to report this month.

Program Reporting Elements

While in the Planning phase, priority projects are being managed under a shared budget, schedule and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $153K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

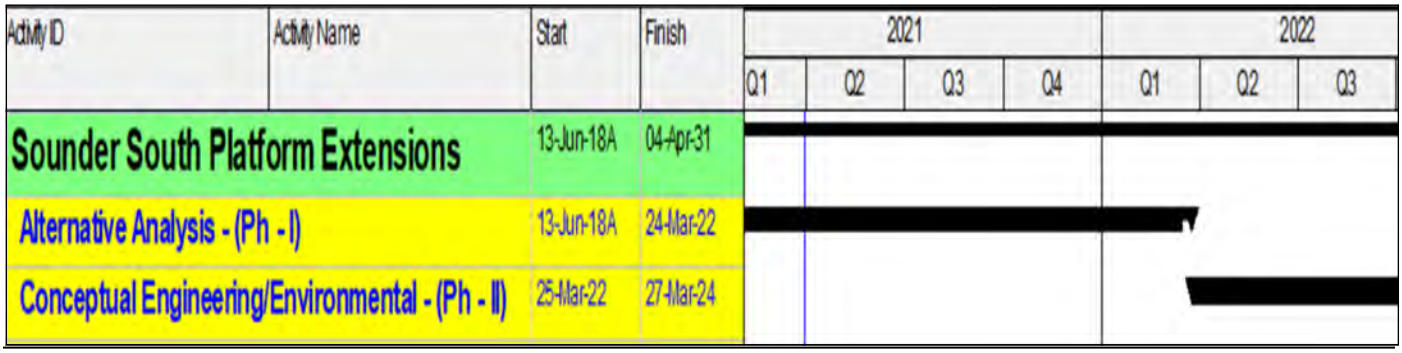
Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.9	$1.4	$1.4	$3.9	$0.0
Preliminary Engineering	$12.1	$3.0	$1.8	$12.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$1.1	$0.4	$0.4	$1.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$17.4**	**$4.8**	**$3.6**	**$17.4**	**$0.0**

Totals may not equal column sums due to rounding of line entries.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The program is expecting about eight months of COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP is expected to complete in Q1 2022. Current Finish Date for Ph-1 reflects the inclusion of King Street Station Platform Improvement Project.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The program team held the first risk management workshop to identify potential risks to the projects currently in alternatives analysis (King Street Station Platform Improvements and BNSF Platform Extensions). The project team reviewed and updated the risk register in May 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for September 2021.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2021 are on pause.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	2.8	(4.9)
Consultants	28.6	1.6	(27.0)
TOTAL	36.3	4.4	(31.9)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

This project will plan, design and construct a parking facility and provide access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase

Planning Phase 1—Alternatives Analysis

Budget

$1.53 Million

Schedule

Open for Service date will depend on Board direction from realignment process.

South Tacoma Station in Pierce County.

Key Project Activities

- Continued to identify improvements to evaluate as part of the project
- Conducted a Level 1 Evaluation of potential improvements
- Engaged with internal and external stakeholders to identify improvements to evaluate

South Tacoma Station Building

South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by $75K with the majority of the amount coming from staff costs, and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.5	$0.2	$0.2	$0.5	$0.0
Preliminary Engineering	$1.0	$0.7	$0.4	$1.0	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$1.5**	**$0.9**	**$0.6**	**$1.5**	**$0.0**

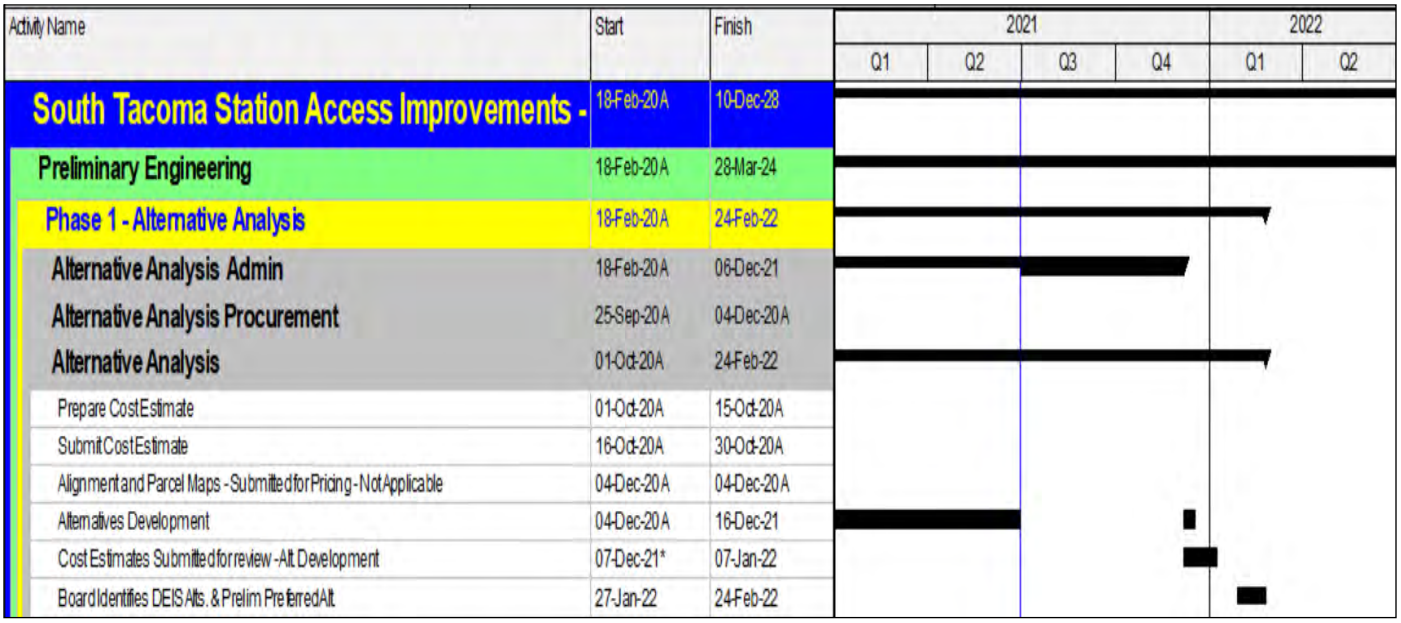
Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team reviewed and updated the risk register in June 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for September 2021.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.



Activity Name	Start	Finish
South Tacoma Station Access Improvements -	18-Feb-20A	10-Dec-28
Preliminary Engineering	18-Feb-20A	28-Mar-24
Phase 1 - Alternative Analysis	18-Feb-20A	24-Feb-22
Alternative Analysis Admin	18-Feb-20A	06-Dec-21
Alternative Analysis Procurement	25-Sep-20A	04-Dec-20A
Alternative Analysis	01-Oct-20A	24-Feb-22
Prepare Cost Estimate	01-Oct-20A	15-Oct-20A
Submit Cost Estimate	16-Oct-20A	30-Oct-20A
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20A	04-Dec-20A
Alternatives Development	04-Dec-20A	16-Dec-21
Cost Estimates Submitted for review - Alt. Development	07-Dec-21*	07-Jan-22
Board Identifies DEIS Alts. & Prelim Preferred Alt.	27-Jan-22	24-Feb-22

Community Engagement

- Shared spring engagement summary on the project website and listserv.
- Continued preparations for fall engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.8	1.6	(0.2)
Consultants	2.1	2.0	(0.1)
TOTAL	3.9	3.6	(0.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Sumner Station Access Improvements

Project Summary

Scope

The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.

Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.

Phase

Complete Environmental/Enter Design & Construction

Budget

$17.8 Million

Schedule

Open for Service date will depend on Board direction from realignment process.

Improving access to Sounder Sumner Station

Key Project Activities

- Design-Build procurement documents finalized. Project on hold pending Board realignment discussions.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period's expenditures increased by $9K. The majority of this period's costs are attributed to staff costs and right of way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.5	$1.8	$1.8	$2.5	$0.0
Preliminary Engineering	$2.7	$2.6	$2.6	$2.7	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$7.6	$7.6	$2.9	$7.6	$0.0
Construction	$0.4	$0.1	$0.1	$0.4	$0.0
ROW	$4.6	$4.1	$3.9	$4.6	$0.0
Total	**$17.8**	**$16.2**	**$11.3**	**$17.8**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The next risk register update is scheduled for August 2021. The following are the top project wide risks:

- Third Party Agreements to be finalized before contract award. Sound Transit staff have finalized a draft of the Conditional Use Permit; readying for a meeting with the city once key open issues have been addressed.
- Environmental-Contamination (Soil &/or Water): Inclusion of a work plan has been included in the procurement documents to mitigate and address remediation of contaminated materials. This will be the first line of work the contractor will perform once they are approved to proceed with construction.

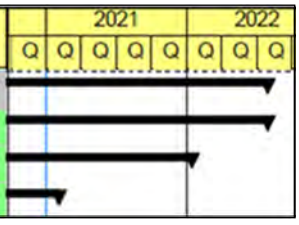
Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Board September Re-Alignment Motion allowed advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. Project Procurement documents are complete; Procurement for Issuance of the Design-Build Request For Qualifications (RFQ) is currently on hold pending Board level discussion on re-alignment. Finalizing agreements for replacement parking during construction. Board Re-Alignment action anticipated July 2021.

The project is in the Preliminary Engineering phase, the preliminary engineering work overall is complete, the primary remaining activities in this phase are to initiate Design-Build procurement and Baseline the project. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area of construction needed for the Design-Build contractor's construction activities.

Activity ID	Activity Name	Start	Finish
	Sumner Station Access Improvements - DB	01-May-15 A	28-Jul-22
	- Sumner Station Parking and Access Improvements - CE/PE	01-May-15 A	28-Jul-22
	- Sumner Station Access and Improvements - ROW	14-Jun-17 A	13-Jan-22
	- Sumner Station Access and Improvements - Permits & Third Party.	01-Mar-16 A	31-Jan-21



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

This month the project was focused on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	0.5	(5.7)
Consultants	0.0	0.0	0.0
TOTAL	6.2	0.5	(5.7)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

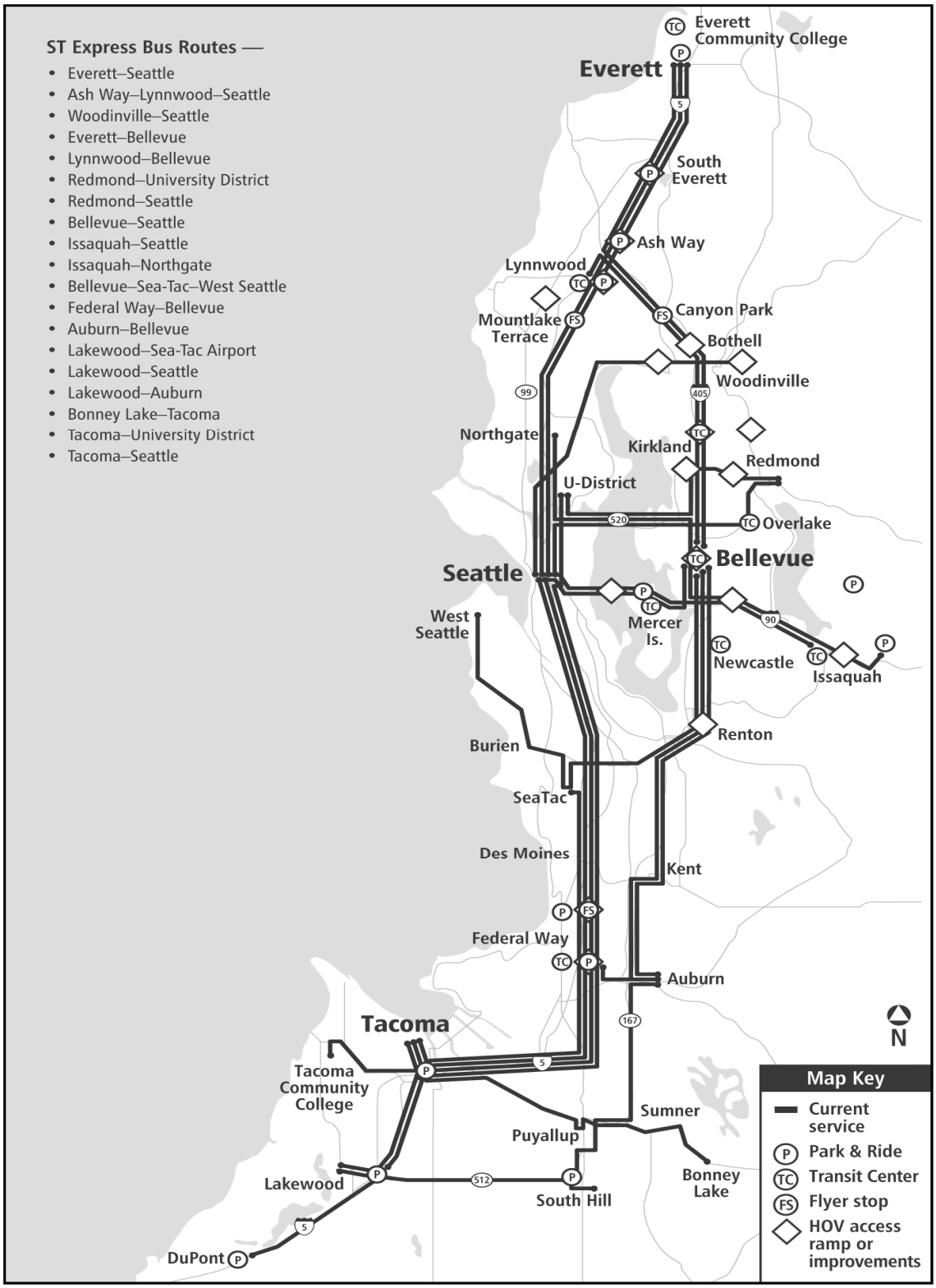
Progress Report

Regional Express & STRIDE Programs

ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

July | 2021

Prepared by Project Controls I Portfolio Services Office



ST Regional Express Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Bus on Shoulder: This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations where Bus on Shoulder may be feasible.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 11pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

North Sammamish Park & Ride: The project includes the planning, design and construction of a park and ride facility. The North Sammamish Park and Ride will provide up to 200 parking spaces in the north end of the City of Sammamish.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

ST Express Bus Base: Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations; facilities and site programming; and identification of site alternatives. Project is currently on hold, but being re-evaluated by senior management.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Bus Base North	$48.7	$38.6	$38.1	$48.7	$0.0
Bus on Shoulder	$3.9	$0.8	$0.8	$3.9	$0.0
I-405 Bus Rapid Transit	$268.3	$201.8	$88.1	$268.3	$0.0
North Sammamish Park & Ride	$2.1	$0.3	$0.3	$2.1	$0.0
SR 522/NE 145th St Bus Rapid Transit	$148.6	$48.4	$43.0	$148.6	$0.0
ST Express Bus Base	$5.8	$3.2	$1.3	$5.9	$0.0
Total	**$477.3**	**$293.1**	**$171.6**	**$477.5**	**$0.0**

Figures are shown in millions

Program Schedule

All projects within the Regional Express and STRIDE programs are part of the realignment process. *A graphic of the revised timelines will be displayed following the conclusion of the realignment process.*

Regional Express & STRIDE Bus Base North

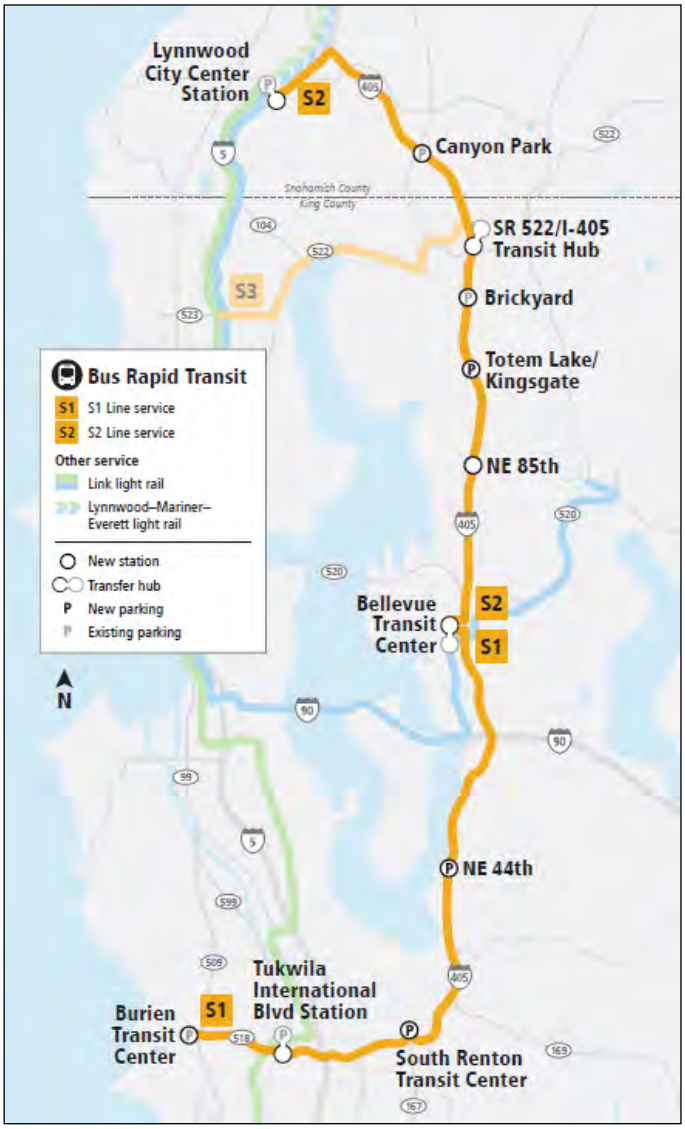
Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Conceptual Engineering/Environmental Review

Budget $48.7 Million

Schedule Open for Service date will depend on Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- State Environmental Policy Act (SEPA) Determination of Non-significance (DNS) appeal has been resolved.
- Addressing the Business Park's Codes, Covenants and Restriction (CCRs).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

Since June 2021, the project cost incurred increased by around $57K. This is primarily due to Sound Transit staff time, legal services, progress on preliminary engineering and environmental with the consultant, and some ROW activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$4.4	$1.8	$1.8	$4.4	$0.0
Preliminary Engineering	$2.3	$1.7	$1.3	$2.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Right-of-Way (ROW)	$41.8	$35.0	$35.0	$41.8	$0.0
Total	**$48.7**	**$38.6**	**$38.1**	**$48.7**	**$0.0**

Risk Management

The BRT Project Team will develop the Risk and Contingency Management Plan (RCMP) during the Design/Build phase of the project. The project team conducted a risk management workshop to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The top project risk and proposed mitigation is below:

- Soil conditions could require additional special foundations. Risk Mitigation: additional review of soil testing and borings, additional construction funds to address soil concerns are recommended to be budgeted.
- Addressing the Business Park Codes, Covenants and Restrictions: performing additional noise and vibration analysis.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

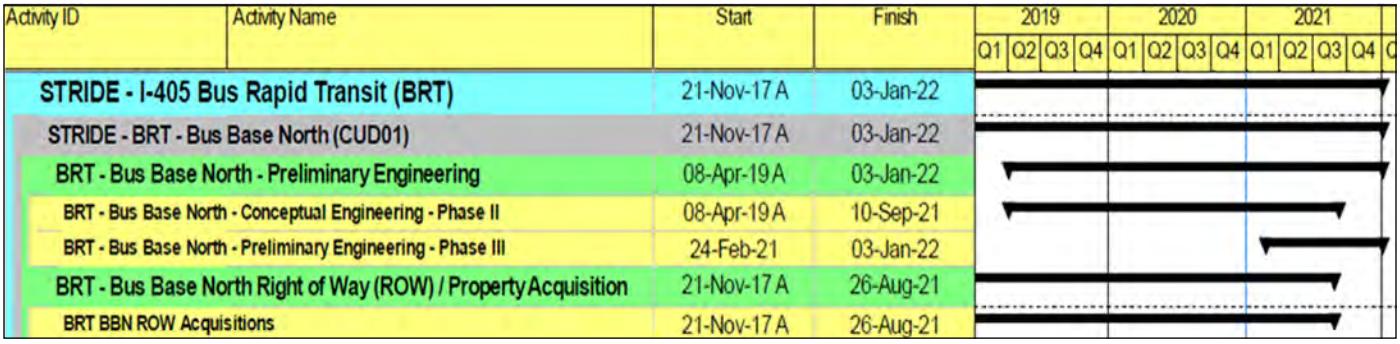
The current phase, Conceptual Engineering/Environmental review, commenced in Q2 2019 and is now anticipated to complete in Q3 2021.

Sound Transit has prepared a State Environmental Policy Act (SEPA) environmental checklist for the Bus Base North project in Bothell. As part of the environmental checklist, Sound Transit developed technical reports and memos on the following topics: Noise and Vibration, Ecosystem Resources, Hazardous Materials, Transportation, Visual and Aesthetic Resources, Historic and Archaeological Resources.

Based on the checklist, technical reports and other information, Sound Transit has determined that the Bus Base North project does not have a probable significant adverse impact on the environment. A Determination of Non-significance (DNS) was issued on August 10, 2020. The Canyon Park business park issued an appeal to Sound Transit's SEPA DNS determination, which has been settled. The environmental analysis will inform the Sound Transit Board on future decisions about the project. Other, select, environmental permitting activities are underway and are planned to complete in Q3/Q4 2021.

Sound Transit presented to the November 2020 Sound Transit Board and the Board approved Resolution No. R2020-21: Amending the Adopted 2020 Budget for the Bus Base North project to support a property acquisition. Property owner allowed Sound Transit to take possession in May 2019, recent appraisals and mediation arrived at through a third party resulted in an increased valuation of the property.

The current critical path for Bus Base North is conceptual engineering, acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, permitting, construction, integration with intelligent transportation system (ITS), preparation for and readiness of Bus Base North for new BRT bus fleet and service line activation.


Activity ID
Activity Name
Start
Finish
2019
2020
2021
Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
STRIDE - I-405 Bus Rapid Transit (BRT) 21-Nov-17 A 03-Jan-22
STRIDE - BRT - Bus Base North (CUD01) 21-Nov-17 A 03-Jan-22
BRT - Bus Base North - Preliminary Engineering 08-Apr-19 A 03-Jan-22
BRT - Bus Base North - Conceptual Engineering - Phase II 08-Apr-19 A 10-Sep-21
BRT - Bus Base North - Preliminary Engineering - Phase III 24-Feb-21 03-Jan-22
BRT - Bus Base North Right of Way (ROW) / Property Acquisition 21-Nov-17 A 26-Aug-21
BRT BBN ROW Acquisitions 21-Nov-17 A 26-Aug-21

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

- We are monitoring outreach needs for the project and are available to answer any questions.
- Planning began for neighbor outreach for construction.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance in ST staff level of effort will reduce once DBPM (Design-Build Project Management contract) starts. However, award of DBPM contract is on pause due to the realignment process. Consultant staff are currently working on Phase 2 and Phase 3.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.6	(4.0)
Consultants	1.0	0.6	(0.4)
TOTAL	7.6	3.2	(4.4)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE Bus on Shoulder

Project Summary

Scope This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. Program is coordinated with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible.

Phase Planning—Conceptual Engineering and Environmental Review

Budget $3.6 Million—Planning Phase

$0.3 Million—Construction Phase

Schedule Open for Service date will depend on Board direction from realignment process

Examples of Bus-on-Shoulder facilities

Key Project Activities

Further discussions with WSDOT and partner transit agencies are planned pending direction from the ST Board's realignment process. Discussions will verify and refine the expected benefits and early cost estimates for the candidate projects.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

There have been no project expenditures this month as the project is on hold.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.9	$0.1	$0.1	$0.9	$0.0
Preliminary Engineering	$2.2	$0.0	$0.0	$2.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.4	$0.4	$0.4	$0.0
Construction	$0.3	$0.3	$0.3	$0.3	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.1	$0.0	$0.0	$0.1	$0.0
Total	**$3.9**	**$0.8**	**$0.8**	**$3.9**	**$0.0**

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is experiencing COVID-19 related delays. As a result dates including Revenue Service will depend on Board direction from the realignment process. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown

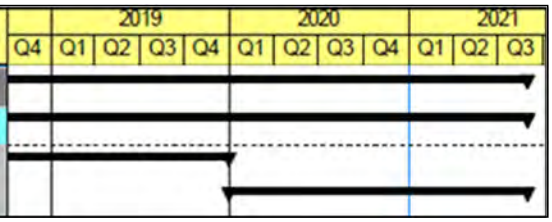
A feasibility study was completed in Q2 2019, identifying and evaluating an initial list of candidate BOS projects. Follow-up staff work to verify the initial projects, identify additional potential projects, develop potential evaluation criteria and lay out next steps for the program was completed in December 2019.

Bus on Shoulder improvement projects may be designed, constructed and brought into service over a multiple year period.

Potential candidate projects under consideration:

- I-5 - Ash Way HOV Direct Access to Lynnwood HOV Direct Access - SB inside
- SR 900 - I-5 off-ramp to S 129th St - SB outside
- I-5 - Michigan St S on-ramp to West Seattle Bridge/S Spokane St - NB outside
- SR 410 - 171st Ave Ct E to Veterans Memorial Dr E - EB outside
- I-5 - S 375th St to Port of Tacoma Rd - SB inside
- I-5 - S 84th St to SR 512 (including off-ramp & intersection) - SB outside

Activity Name	Start	Finish
Bus on Shoulders	05-Jun-18 A	31-Aug-21
Preliminary Engineering	05-Jun-18 A	31-Aug-21
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19 A
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The following are the top project wide risks:

- The right combination of factors must be present to implement Bus on Shoulder operation: sufficient transit service and ridership along a roadway segment; service that is adversely affected by roadway congestion; and physical and operating conditions along a roadway segment's shoulder that can accommodate improvements to its length, width, pavement, etc.
- Candidate projects must benefit one or more of the three contributing subareas.
- Washington State Patrol and other emergency responders also use shoulders for enforcement and hazard response. Facilitating WSP and emergency responder needs may preclude bus operation on candidate roadway segments or require certain types of improvements beyond shoulder modifications.

Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance is explained by the fact that project is on pause until realignment process is finalized.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	0.62	0.01	(0.6)
Consultants	n/a	n/a	n/a
TOTAL	0.62	0.01	(0.6)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

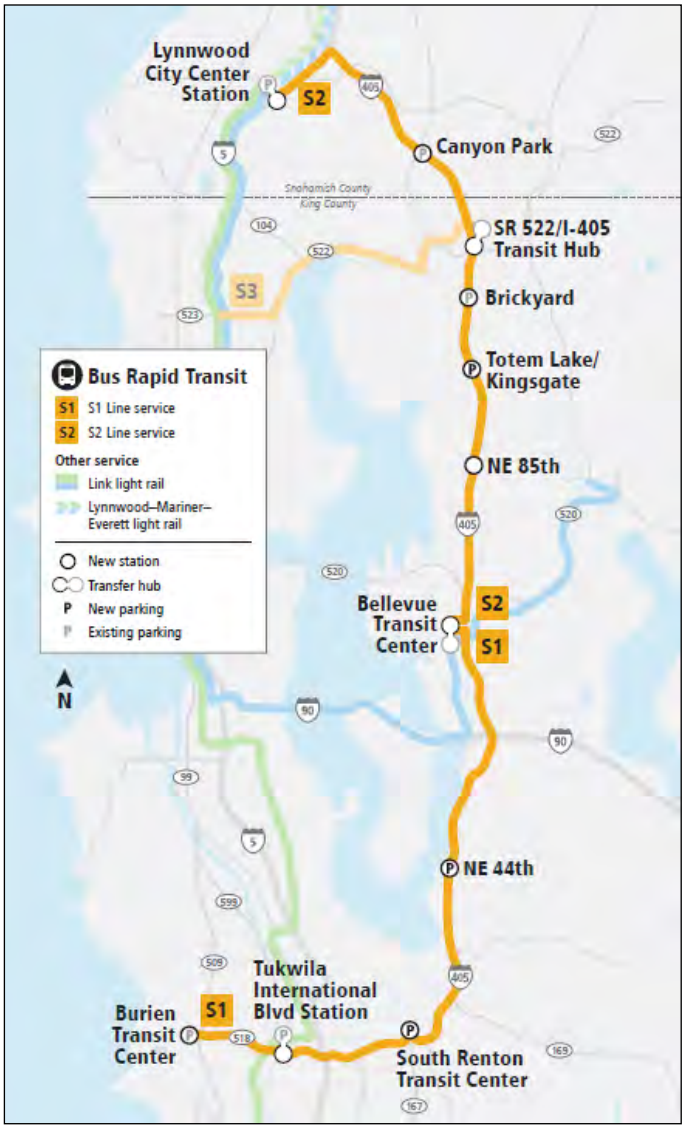
Alignment — I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub , Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center

Phase — Planning Phase 2 Environmental Review and Conceptual Engineering and Phase 3 Preliminary Engineering.

Budget — I-405 BRT: $268.3 Million
Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.

Schedule — Open for Service date will depend on Board direction from realignment process



Map of Project Alignment

Key Project Activities

- Developing partnering agreements and letters of concurrence.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, and Canyon Park.
- Updating Project Master Schedule.
- Additional task orders with the General Engineering Consultant (GEC) have been issued to prepare final design framework.
- Evaluating realignment impacts to project schedule and elements.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures are $1.1M, of which $0.2M for staff time, $0.7M for project refinement activities, preliminary engineering and environmental activities in the PE phase, $75K in the Final Design phase,$125K for ROW relocation costs and $12K in third party phase.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$11.0	$8.8	$8.7	$11.0	$0.0
Preliminary Engineering	$50.2	$45.4	$27.0	$50.2	$0.0
Final Design	$16.3	$0.6	$0.2	$16.3	$0.0
Construction Services	$0.9	$0.0	$0.0	$0.9	$0.0
3rd Party Agreements	$1.5	$0.8	$0.6	$1.5	$0.0
Construction	$152.2	$118.4	$24.4	$152.2	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
Right-of-Way (ROW)	$36.2	$27.7	$27.2	$36.2	$0.0
Total	**$268.3**	**$201.8**	**$88.1**	**$268.3**	**$0.0**

Risk Management

The project team continues to hold risk management workshops to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The following are top project risks and proposed mitigations:

- Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes (ETL) Project. *Risk Mitigation:* Sound Transit participated in WSDOT's Design-Build process for the I-405 Renton to Bellevue Project as a proposal evaluation member and integrated BRT milestones into the WSDOT schedule. Sound Transit staff is participating in design and constructability reviews for BRT related facilities.
- Coordination with WSDOT north-end I-405 Express Toll Lane schedule. Sound Transit and WSDOT staff coordination is ongoing to minimize or eliminate schedule gaps or slowdowns.

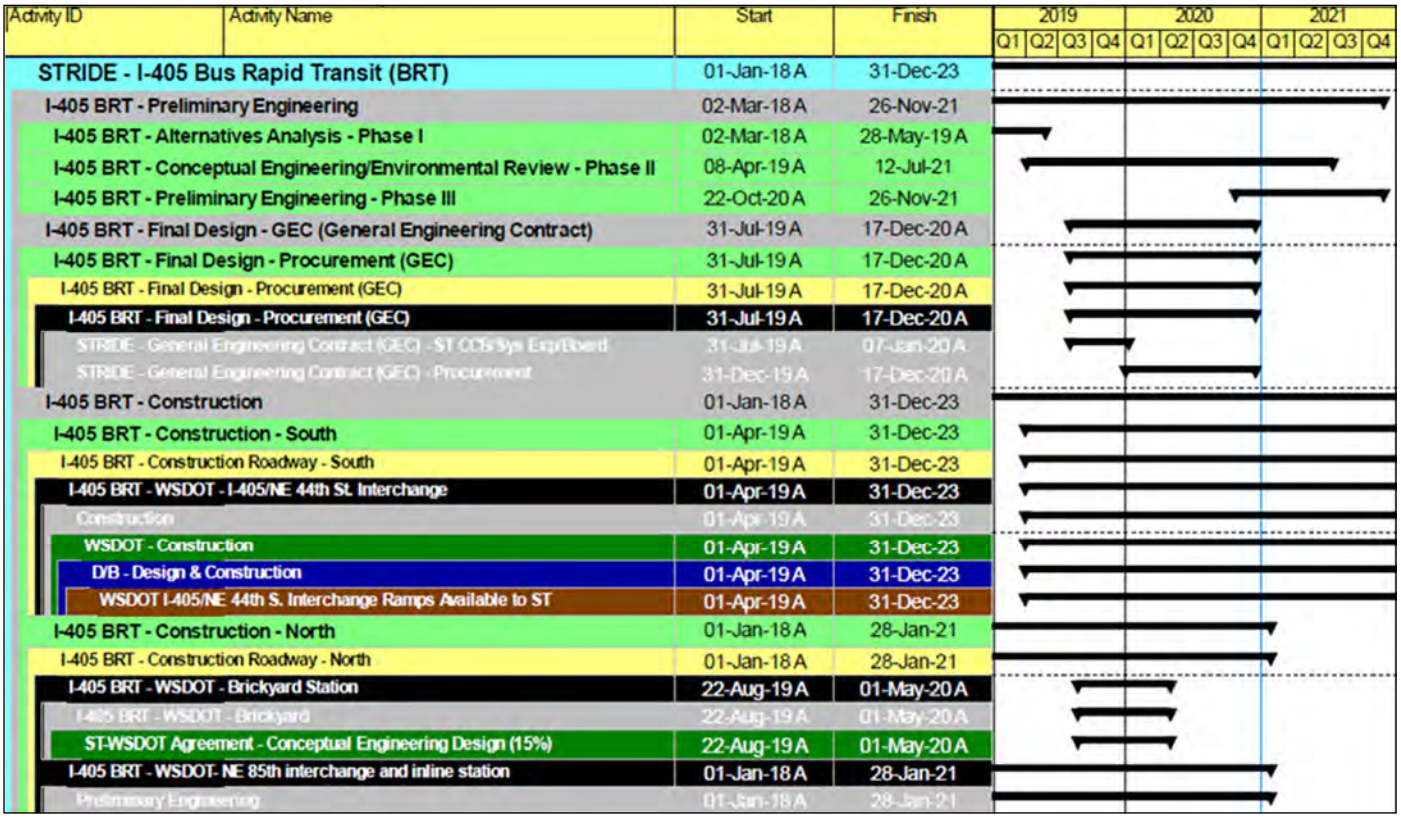
Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The current phase, Conceptual Engineering/Environmental Review (Phase 2), commenced in Q2 2019 and is anticipated to complete in Q3 2021. In October 2020, the Sound Transit System Expansion Committee (SEC) authorized advancing the current Conceptual Engineering consultant's (WSP) Preliminary Engineering (Phase 3) SOW per Motion No. M2020-59: Authorizing the chief executive officer to execute a contract modification with WSP USA Inc. to exercise a contract option for Phase 3 preliminary engineering services for the I405 Bus Rapid Transit project. In November 2020, Notice to Proceed (NTP) was provided to WSP.

We expect to take the STRIDE Program for the ST Board action "Select Project to Be Built" after the Board realignment decision.

The current critical path for the I-405 BRT project is conceptual engineering, environmental review, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation. There are other critical design efforts and construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOTs I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.


Activity ID
Activity Name
Start
Finish
2019
2020
2021
Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
STRIDE - I-405 Bus Rapid Transit (BRT) 01-Jan-18 A 31-Dec-23
I-405 BRT - Preliminary Engineering 02-Mar-18 A 26-Nov-21
I-405 BRT - Alternatives Analysis - Phase I 02-Mar-18 A 28-May-19 A
I-405 BRT - Conceptual Engineering/Environmental Review - Phase II 08-Apr-19 A 12-Jul-21
I-405 BRT - Preliminary Engineering - Phase III 22-Oct-20 A 26-Nov-21
I-405 BRT - Final Design - GEC (General Engineering Contract) 31-Jul-19 A 17-Dec-20 A
I-405 BRT - Final Design - Procurement (GEC) 31-Jul-19 A 17-Dec-20 A
I-405 BRT - Final Design - Procurement (GEC) 31-Jul-19 A 17-Dec-20 A
I-405 BRT - Final Design - Procurement (GEC) 31-Jul-19 A 17-Dec-20 A
STRIDE - General Engineering Contract (GEC) - ST CCIs/Sys Exp/Board 31-Jul-19 A 07-Jan-20 A
STRIDE - General Engineering Contract (GEC) - Procurement 31-Dec-19 A 17-Dec-20 A
I-405 BRT - Construction 01-Jan-18 A 31-Dec-23
I-405 BRT - Construction - South 01-Apr-19 A 31-Dec-23
I-405 BRT - Construction Roadway - South 01-Apr-19 A 31-Dec-23
I-405 BRT - WSDOT - I-405/NE 44th St. Interchange 01-Apr-19 A 31-Dec-23
Construction 01-Apr-19 A 31-Dec-23
WSDOT - Construction 01-Apr-19 A 31-Dec-23
D/B - Design & Construction 01-Apr-19 A 31-Dec-23
WSDOT I-405/NE 44th S. Interchange Ramps Available to ST 01-Apr-19 A 31-Dec-23
I-405 BRT - Construction - North 01-Jan-18 A 28-Jan-21
I-405 BRT - Construction Roadway - North 01-Jan-18 A 28-Jan-21
I-405 BRT - WSDOT - Brickyard Station 22-Aug-19 A 01-May-20 A
I-405 BRT - WSDOT - Brickyard 22-Aug-19 A 01-May-20 A
ST-WSDOT Agreement - Conceptual Engineering Design (15%) 22-Aug-19 A 01-May-20 A
I-405 BRT - WSDOT- NE 85th interchange and inline station 01-Jan-18 A 28-Jan-21
Preliminary Engineering 01-Jan-18 A 28-Jan-21

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and local communities throughout the project. Due to COVD-19 outreach efforts have shifted to virtual platforms.

- Prepared for August Board decision messaging
- South Renton Transit Center boring notifications sent to neighbors on July 14th
- Kennydale Vulcan 44th neighborhood meeting July 14th

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is annual projection. ST Staff level of effort increases with Phase 3 ramps up. The consultant's variance is from the GEC contract that just started with four task orders executed. Progress of GEC will remain low as capacity's increase is subject to realignment's decision.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.0	13.5	(3.5)
Consultants	90.8	24.0	(66.8)
TOTAL	107.8	37.5	(70.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Project Summary

Scope The North Sammamish Park and Ride is a planned parking facility with up to 200 spaces in the northern portion of the City of Sammamish.

Phase Conceptual Engineering and Environmental Review

Budget $20 Million

Schedule Open for Service date will depend on Board direction from realignment process.

North Sammamish Park & Ride project area

Key Project Activities

- Coordination with City of Sammamish.
- Project is on hold from advancing to the next phase due to the realignment process.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

There have been no project expenditures this month as the project is on hold.

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.8	$0.3	$0.3	$0.8	$0.0
Preliminary Engineering	$1.1	$0.0	$0.0	$1.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.1	$0.0	$0.0	$0.0	$0.0
Total	**$2.1**	**$0.3**	**$0.3**	**$2.1**	**$0.0**

Totals may not equal column sums due to rounding of line entries.

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The following are the top project wide risks:

- City Staff and councilmembers have vocalized interest in a joint parking/City services facility. There is a risk that the City will request additional time to explore and propose a joint development that would involve a structured park and ride.
- Constructing a structured lot would likely pose schedule and budgetary risks to the project. Prolonging the decision on project scope and delivery method may also pose a risk to delivering the project on time.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Following board realignment and further discussions with the City, the project team will advance toward Phase Gate 2 Select Delivery Method. Once there is agreement on project delivery method, the team will proceed with procuring consultants to conduct conceptual engineering and environmental review, followed by preliminary engineering, final design and construction.

Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system from the Shoreline South/148th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

Limits — Approximately 8 miles between Shoreline and Bothell

Alignment — The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

Stations — Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

Phase — Phase 3 Preliminary Engineering

Budget — $148.6 Million - Preliminary Engineering Phase (1-3), Bothell Stage 3, Shoreline agreement, Acquisition.

Schedule — Open for Service date will depend on Board direction from realignment process

Map of Project Alignment

Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Continuing stakeholder outreach focused on property owners and businesses.
- Coordinating 30% plans development with the City of Bothell for review.
- Interagency Group is focused on identifying station access projects.
- Reviewing realignment impacts to schedule and project elements.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $1.3M. This is primarily due to Bothell construction for $894K, consultants on preliminary engineering and environmental for $152K, Sound Transit staff time for $137K,and some progress on final design for around $35K and in ROW for $74K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$9.1	$6.4	$6.3	$9.1	$0.0
Preliminary Engineering	$16.9	$15.2	$14.9	$16.9	$0.0
Final Design	$19.8	$0.4	$0.1	$19.8	$0.0
Construction Services	$0.6	$0.3	$0.0	$0.6	$0.0
3rd Party Agreements	11.4	$0.8	$0.5	$11.4	$0.0
Construction	$38.7	$25.0	$20.8	$38.7	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
Right-of-Way (ROW)	$52.1	$0.4	$0.5	$52.1	$0.0
Total	**$148.6**	**$48.4**	**$43.0**	**$148.6**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. Sound Transit continuously monitors project status and assesses associated risks.

The following are the top project risks and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- Early concurrence on project components is a key effort of project development though on-going coordination with the Project Interagency Coordination Group, City Managers Group and Elected Leadership Group. Letters of Concurrence are being developed with jurisdictions on the SR 522/145th BRT alignment for the project advancing to 30 percent design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner Agency staff are actively working towards a solution.

Project Schedule*

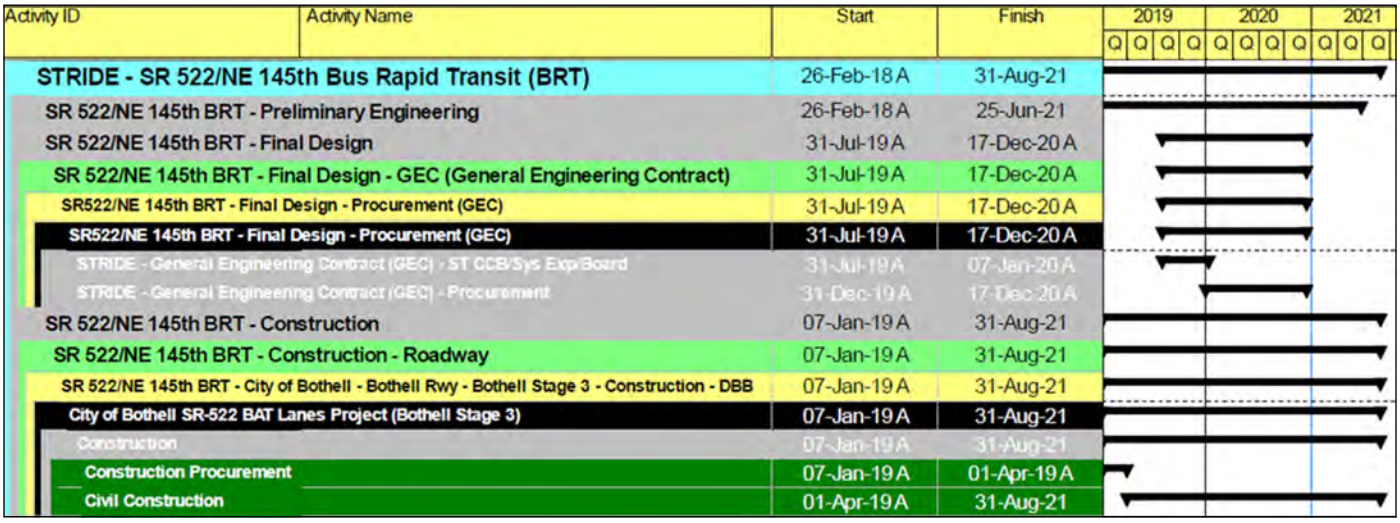
The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The SR 522/NE 145th BRT Project Refinement Phase completed in Q2 2019. Conceptual Engineering/Environmental Review, commenced in Q2 2019 and this phase completed in Q2 2021. The Preliminary Engineering phase is anticipated to complete in Q3 2021. The 30% design has been completed for the NE 145th, Lake Forest Park and Kenmore segments, and is being finalized for the Bothell segment. All segments have been reviewed by the local Authorities Having Jurisdiction (AHJ) and/or Sound Transit's 3rd party partners, including WSDOT and others. The SEPA expanded checklist work was completed in Q1 2021.

We expect to take the STRIDE Program for the ST Board action "Select Project to Be Built" after the Board realignment decision.

The current critical path for the ST 522/NE 145th BRT project is Right-of-Way (ROW) civil certification, ROW acquisition, permitting/agreements, final design, construction, intelligent transportation system and service line activation.

**Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g. City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.*


Activity ID
Activity Name
Start
Finish
2019
2020
2021
STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT) 26-Feb-18 A 31-Aug-21
SR 522/NE 145th BRT - Preliminary Engineering 26-Feb-18 A 25-Jun-21
SR 522/NE 145th BRT - Final Design 31-Jul-19 A 17-Dec-20 A
SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract) 31-Jul-19 A 17-Dec-20 A
SR522/NE 145th BRT - Final Design - Procurement (GEC) 31-Jul-19 A 17-Dec-20 A
SR522/NE 145th BRT - Final Design - Procurement (GEC) 31-Jul-19 A 17-Dec-20 A
STRIDE - General Engineering Contract (GEC) - ST CCB/Sys Exp/Board 31-Jul-19 A 07-Jan-20 A
STRIDE - General Engineering Contract (GEC) - Procurement 31-Dec-19 A 17-Dec-20 A
SR 522/NE 145th BRT - Construction 07-Jan-19 A 31-Aug-21
SR 522/NE 145th BRT - Construction - Roadway 07-Jan-19 A 31-Aug-21
SR 522/NE 145th BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB 07-Jan-19 A 31-Aug-21
City of Bothell SR-522 BAT Lanes Project (Bothell Stage 3) 07-Jan-19 A 31-Aug-21
Construction 07-Jan-19 A 31-Aug-21
Construction Procurement 07-Jan-19 A 01-Apr-19 A
Civil Construction 01-Apr-19 A 31-Aug-21

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVD-19 outreach efforts have shifted to virtual platforms.

- Planned for August Board decision messaging
- Property owner meeting on July 20th

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. ST staffing variance is less than planned as some of the activities of the project are on pause waiting for realignment decision. Consultant variance is from the GEC contract that has just started with three task orders executed. Progress on GEC is slow as capacity's increase is subject to realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.2	(5.0)
Consultants	75.1	15.3	(59.8)
TOTAL	90.3	25.5	(64.8)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE
ST Express Bus Base

Project Summary

Scope Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations, facilities and site programming, and identification of site alternative.

Phase Planning

Budget $5.8 Million

Schedule Project is on hold

ST. Express bus maintenance performed by transit partners

Key Project Activities

- Sound Transit Executive Leadership is evaluating the need for an operations and maintenance base.
- Sustainability is completing a $125K study of Battery-Electric Buses to develop an agency-wide implementation plan for future transition to Battery Electric Buses. Work anticipated to start in 2020 will be further delayed due to COVID-19 pandemic.
- Open for Service date will depend on Board direction from realignment process.

Project Cost Summary

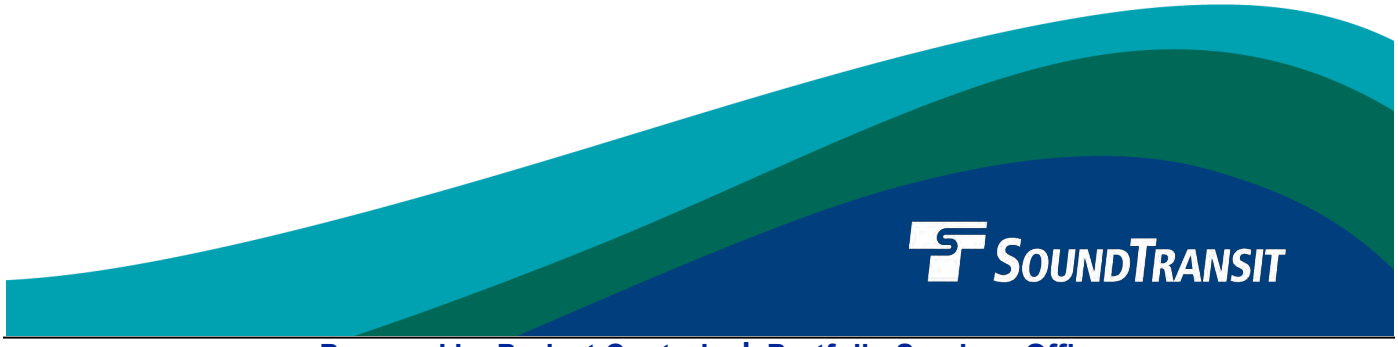
The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

There have been no project expenditures this month as the project is on hold.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.8	$0.4	$0.4	$0.8	$0.0
Preliminary Engineering	$4.8	$2.7	$0.8	$4.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$5.8**	**$3.1**	**$1.2**	**$5.8**	**$0.0**

Progress Report
Capital Program Support



Prepared by Project Controls I Portfolio Services Office

Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Balance Remaining
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,645	07/01/2008	69,509,650
LINK LIGHT RAIL	WA-2016-012	Tacoma Link Extension LRV	6,000,000	09/14/2016	2,000,765
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	41,597,751
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	03/08/2018	7,800,002
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	49,708,902	05/09/2018	-
LINK LIGHT RAIL	WA-2018-030	Angle Lake to K/DM	13,000,000	01/22/2020	1,967,617
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	11/16/2018	271,715
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	2,318,683	04/29/2020	2,138,713
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	400,000,000	04/29/2019	-1,275,333
REGIONAL EXPRESS	WA-2019-024	Bus Replacements	10,683,776	04/19/2019	-5,763,370
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	200,000,000	01/22/2020	10,924,120
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	5,600,000
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	3,500,000	12/30/2019	3,500,000
REGIONAL FUND	WA-2020-045	CARES Act	166,282,134	05/19/2020	95,272,061
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	05/28/2013	285,750
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/07/2014	976,196
		TOTAL FEDERAL TRANSIT AUTHORITY	**1,638,764,084**		**234,805,637**
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,238	11/02/2017	662,238
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,315,813
		TOTAL OTHER FEDERAL	**1,978,051**		**1,978,051**
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	197,000
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/12/2020	320,000
		TOTAL STATE	**697,000**		**517,000**
		TOTAL ALL GRANTS	**1,437,050,761**		**237,300,688**

Above table as of 2nd QTR 2020. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2020, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

Key Q2 2020 Accomplishments and Activities

- Began planning for ESMS Internal and Compliance audit.
- Completed greenhouse gas and sustainability inventory and Progress Report.
- Celebrated Earth Month with internal and external engagement.
- Completed ESMS Management Review with Executive Leadership.

Key Upcoming Activities for Q3 2020

- Complete ESMS Internal and Compliance audit.
- Present Sustainability Progress Report to the Sound Transit Board of Directors.
- Conduct internal staff engagement on Sustainability Progress Report.
- Attend APTA Annual Sustainability Workshop.
- Determine path forward for 2020 Battery Electric Bus work.
- Finalize the guidelines for using funds from the ST3 Sustainability Cost Allowance.
- Finalize procedure for integrating utility rebates on capital projects.

Progress Report
Acronyms

Acronyms

AA	Alternative Analysis
AHU	Air Handling Units
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit
NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act

NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation